



## Minnesota Department of Transportation

Metropolitan District - Waters Edge

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Phone: (651) 234-7722

Date: 11 June 2013

To: EQB Distribution List and Interested Parties

**SUBJECT: Negative Declaration Regarding the Need for an Environmental Impact Statement for the Trunk Highway 100 Reconstruction Project, St. Louis Park, MN (S.P. 2734-33)**

The Minnesota Department of Transportation (MnDOT) has identified improvements to the T.H. 100 corridor in St. Louis Park between West 36<sup>th</sup> Street and Cedar Lake Road. The proposed project includes reconstructing the interchanges at T.H. 100 and T.H. 7/CSAH 25 and at T.H. 100 and Minnetonka Boulevard; replacing four bridges on T.H. 100; adding auxiliary lanes on T.H. 100; repairing/replacing pavement; and constructing noise walls at four voter-approved locations.

This project includes minor acquisition/use of land from a multi-use paved trail along the east side of T.H. 100. The trail is on MnDOT right-of-way and is considered a public recreational facility. In consultation with the Minnesota Department of Natural Resources (MnDNR), the City of St. Louis Park proposes a finding of *de minimis* impact to this multi-use trail. After an evaluation of the impacts of the proposed action upon the Section 4(f) resource, the FHWA concurs, and has issued a *de minimis* determination for the multi-use trail.

Under Minnesota rules, MnDOT is the responsible governmental unit (RGU) for this project. MnDOT described and analyzed the proposed actions in an Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) that was circulated to the EAW Distribution List, and others. A Notice of Availability appeared in the Minnesota EQB Monitor on December 24, 2012. A public hearing was held in St. Louis Park on January 8, 2013. The comment period closed on January 23, 2013.

As the RGU for work on the US highway system, MnDOT has undertaken a thorough analysis of the project and its impacts. Through its own analysis, coordination with affected agencies, public and community involvement, and comment letters and emails received, MnDOT has determined that the proposed improvements to T.H. 100, as described in the EA/EAW and in the Findings of Fact and Conclusions, do not have the potential for significant environmental impacts. MnDOT has concluded that an Environmental Impact Statement (EIS) is not required and has issued a Negative Declaration Order for the project. This decision and determination is supported by the full administrative record of the project, including the Findings of Fact and

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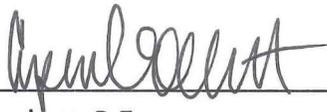


Conclusions. The Negative Declaration concludes the Minnesota state environmental review process.

As an item of information, the Federal Highway Administration issued a Finding of No Significant Impact for this project on June 10, 2013.

MnDOT does not intend to circulate paper copies of the Findings of Fact and Conclusions document or the Negative Declaration Order. These items and others are available on the project website at: <http://www.dot.state.mn.us/metro/project/hwy100slp/>  
Should any readers not have access to these electronic documents, paper copies may be obtained by contacting Rick Dalton, MnDOT Metro District Environmental Coordinator, at 651-234-7677, or via e-mail at [richard.dalton@state.mn.us](mailto:richard.dalton@state.mn.us)

For the Minnesota Department of Transportation:



\_\_\_\_\_  
April Crockett, P.E.,  
Area Engineer  
Minnesota Department of Transportation

\_\_\_\_\_  
6/10/13  
Date

# **FINDINGS OF FACT AND CONCLUSIONS**

## **T.H. 100 RECONSTRUCTION PROJECT**

**State Project: 2734-33**  
**Minnesota Project: Not assigned at this time**

Prepared by

**Minnesota Department of Transportation**

**May 2013**



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# FINDINGS OF FACT AND CONCLUSIONS

## Trunk Highway 100

### ST. LOUIS PARK, HENNEPIN COUNTY, MINNESOTA

#### I. ADMINISTRATIVE BACKGROUND

The Minnesota Department of Transportation (MnDOT) proposes this project and is the Responsible Governmental Unit for the state environmental review of this project. An Environmental Assessment/Environmental Assessment Worksheet (EA) has been prepared for this project in accordance with Minnesota Rules Chapter 4410 and the National Environmental Policy Act (NEPA) [42 USC 4321 et. seq.]. The EA was developed to assess the impacts of the project and other circumstances in order to determine whether an Environmental Impact Statement (EIS) is indicated.

The EA was filed with the Minnesota Environmental Quality Board and circulated for review and comments to the required EA distribution list. A “Notice of Availability” was published in the EQB *Monitor* on December 20, 2012, and a paid notice was placed in the St. Louis Park Sun-Sailor on December 27, 2012. A press release was provided to media outlets in the metropolitan area. These notices and press release provided a brief description of the project and information on where copies of the EA were available, announced the date and location of the public hearing/open house, and invited the public to provide comments that would be used in determining the need for an EIS on the proposed project.

The EA was made available for public review at the following locations:

- MnDOT’s Metro District Building Lobby, 1500 West County Road B-2, Roseville, MN 55113;
- Minneapolis Central Library, Government Documents – 2nd Floor, 300 Nicollet Mall, Minneapolis, MN 55401;
- MnDOT Library, 395 John Ireland Boulevard, St. Paul, MN 55155;
- St. Louis Park Branch, Hennepin County Library, 3240 Library Lane, St. Louis Park, MN 55416;
- The EA was also placed on MnDOT’s web page at:  
<http://www.dot.state.mn.us/metro/projects/hwy100slp/index.html>

An open house for the proposed project was held on January 8, 2013, in the Council Chambers of the St. Louis Park City Hall, 5005 Minnetonka Boulevard, St. Louis Park, Minnesota, 55416, from 5:00 to 7:00 p.m. The open house presented the Highway 100 Reconstruction Project concept and provided an opportunity for the public to discuss potential environmental impacts

with MnDOT staff. Meeting attendees were invited to submit written comments or to provide oral comments to a court reporter.

Comments were received through January 23, 2013. All comments received during the EA comment period, including those received from the open house/public hearing, were considered in determining the potential for significant environmental impacts. Comments received during the comment period, and responses to the comments, are provided in this document in Appendix B and Appendix C.

## **II. PROJECT DESCRIPTION**

The purpose of this project is to improve the safety of Trunk Highway 100 by reducing the number of crashes, improving the structural conditions of four project-area bridges, and increasing mobility on T.H. 100. Secondary purposes are to meet geometric standards along T.H. 100 and to maintain bicycle and pedestrian crossings of T.H. 100 at existing locations.

Trunk Highway 100 is a north-south freeway extending from I-494 on the south end to I-694/I-94 on the north end within the Twin Cities metropolitan area. It is the first north-south freeway west of downtown Minneapolis, lying roughly four miles west of the downtown Minneapolis area.

While T.H. 100 is a six-lane freeway north and south of the project area, it is a four-lane freeway within the project area, between T.H. 7 and Cedar Lake Road. Current (2010) ADT on T.H. 100 north of Minnetonka Boulevard between T.H. 7 and Cedar Lake Road is 129,000 (see “Table 4 – T.H. 100 Traffic Volumes” on page 8 of the EA). T.H. 100 passes under the following five bridges: #5598, Minnetonka Boulevard; #5462, T.H. 7/CSAH 25; #5308, Canadian Pacific (CP) railroad tracks; #5309, Southwest Light Rail Transit (SWLRT) and Cedar Lake LRT Regional Trail; and #27012, pedestrian bridge at 26th Street. The first four bridges listed above were built in the 1930s as part of the original construction of T.H. 100. The SWLRT and Cedar Lake LRT Regional Trail bridge is currently undergoing environmental review. The SWLRT is expected to be open for ridership in 2018 (not in 2017, as stated in the EA on page 2), depending upon funding.

The T.H. 100 Reconstruction Project was included in the State Transportation Improvement Plan (STIP) for 2013-2016. The Preferred Alternative for this project proposes to reconstruct 1.6 miles of T.H. 100 from Cedar Lake Road to 26<sup>th</sup> Street by accomplishing the following: replacing the four structurally-deficient bridges crossing T.H. 100; and re-designing lane widths, entrance and exit ramp lengths, right shoulders, and bridge vertical and horizontal clearances to meet MnDOT geometric standards. Additionally, noise walls are proposed at various locations along T.H. 100 (see Item 24 -- Traffic Noise Analysis, beginning on page 67 of the EA). Construction of the walls will depend on the outcomes of voting by “benefitted receptors.” Other project features include: perpetuating existing bicycle and pedestrian movements in the project area; realigning exit ramps along the edges of two parks that have Limited Use Permits from MnDOT (see “Parks” under Item 25 – Nearby Resources, on page 73 of the EA); relocating a paved trail Section 4(f) property (a de minimis impact finding was approved by FHWA for this trail [see “Paved Trail” under Item 25 -- Nearby Resources, on page 74 of the EA]); replacing the Cedar Lake LRT Regional Trail Bridge (see “Cedar Lake LRT Regional Trail” under Item 25 –

Nearby Resources, on page 73 of the EA); making improvements to various trails; and replacing any sidewalks that need to be removed along the residential sides of local streets.

The Preferred Alternative geometric layout is provided in this document in Appendix A.

### **III. AGENCY AND PUBLIC COMMENTS ON THE EA**

In response to the publication of the EA, MnDOT received five agency comment letters and ten citizen comment emails. Consistent with state and federal environmental review rules, responses have been prepared for all substantive comments submitted during the EA 30-day comment period, which ended on January 23, 2013. Written responses have been provided for substantive comments pertaining to analysis conducted for and documented in the EA (see Appendix B and Appendix C in this document). Responses were not provided for comments of general opinion or statements of preference.

#### **Summary of Comments from the Public**

Comments expressing concern were received from ten citizens, nine of which have been addressed in this document (one comment was a statement of general opinion/preference, and therefore not included). The nine citizen comments expressed concern about current travel conditions within the T.H. 100 project area, such as congestion, reduction of lanes from three to two in some stretches of the corridor, sight-distance problems, and unsafe merge areas, or they posed questions about aesthetic and historic aspects of the project area.

#### Summary of MnDOT's Responses to Public Comments

MnDOT recognizes the concerns of some residents regarding current levels of congestion and roadway design in the project area, as well as interest in aesthetic, and cultural/historic features. The design concept set forth in the EA will correct geometric deficiencies, add auxiliary lanes, and replace four bridges, as discussed in the EA under "Summary of the Preferred Alternative" (page 15). These changes will improve traffic flow and safety in the corridor. In addition, a visual quality manual is being developed that will recommend aesthetic design treatments for the corridor, as discussed in the EA under Item 26 -- Visual Impacts (page 75). The project has undergone a review of cultural and historic features, as discussed in the EA under Item 25 -- Nearby Resources (page 72).

See Appendix C, Public Comments, for the citizen comments referred to here and for MnDOT's detailed responses.

#### **Summary of Comments from Agencies**

Substantive comments were received from five agencies, focusing on the following concerns:

1. Regional DNR: A) Suggested that the original MnDNR review of 9/21/11 as it regards protected state-listed species be verified or updated, as more than one year had passed since it was conducted.  
B) Stated support for MnDOT's preparation of a plan for woody vegetation mitigation, including protection, tree replacement, and landscaping.
2. MPCA: Responded with a statement of "No comments at this time" and reminded MnDOT of its responsibility to acquire necessary permits.

3. Three Rivers Park District: Requested to be included in the review of the design of the Cedar Lake LRT Regional Trail Bridge and in talks about any temporary closures.
4. Metropolitan Council: A) Recommended that MnDOT submit a controlled access request and include this item in the EA permits table (Table 21).  
 B) Requested preliminary plans be sent to their Interceptor Engineering Manager for review.  
 C) Requested a correction of the revenue service date for SWLRT from 2017 to 2018.  
 D) Recommended that MnDOT collaborate with Three Rivers Park District regarding work on the Cedar Lake LRT Regional Trail.
5. U.S. EPA: A) Recommended adding an explanation of how Option 3 was modified to become the Preferred Alternative and suggested providing an illustration.  
 B) Recommended more mapping, delineation, mitigation, sequencing, and permitting information be provided to address the project's impact on Wetland #4, a 0.07-acre wetland.  
 C) Recommended more detailing of the procedure that would follow any discovery of contamination in a drill site, and reminded MnDOT of the need to report contaminated sites to the EPA and MPCA.  
 D) Recommended implementation of noise mitigation plans and evaluation of the need for sound barriers, and reminded MnDOT to apply noise standards in sensitive receptor areas, following EPA guidance and other requirements.

#### Summary of MnDOT's Responses to Agency Comments

1. Regional DNR: MnDNR reviewed information about state-listed species recorded within the project area since 2011, when the original MnDNR determination had been made. MnDNR found that no changes or updates had been recorded from 2011 to the present; therefore, the original determination stands.
2. MPCA: Comments noted.
3. Three Rivers Park District: MnDOT will include Three Rivers Park District in determining the design of the Cedar Lake LRT Regional Trail Bridge and in discussions of any temporary closures of the trail.
4. Metropolitan Council: A) A controlled access request will be submitted to the Metropolitan Council, as requested. In this document, see Table 2, "Permits and Approvals Required," on page 13, which reflects this addition.  
 B) Preliminary plans will be sent to the Interceptor Engineering Manager for review.  
 C) MnDOT acknowledges the change in the revenue service date for SWLRT from 2017 to 2018, as shown in this document on page 2 under the heading "Project Description." (The original date is shown in the EA on page 2.)  
 D) MnDOT will work with the Three Rivers Park District regarding reconstruction of the Cedar Lake LRT Regional Trail.
5. U.S. EPA: A) The process by which Option 3/Alternative C was modified to become the Preferred Alternative is explained in the EA on page 15 in **B. Preferred Alternative** under the heading "Preferred Alternative Geometric Design Features." A detailed map of the Preferred Alternative is shown in Figure 3 on page xi of the EA. A layout of Alternative C, as originally proposed without modifications, is shown in the EA in Appendix A, as "Option C -- Bridge Braid."

B) The Level I delineation identifies the total wetland impact to be 0.07 acres, involving Wetland #4, only, which is primarily a cattail ditch (see “Wetland Impacts” on page 37 of the EA under Item 12 – Physical Impacts on Water Resources.). Wetland mapping is provided in the EA in Figure 6, page 39. The Level II delineation will be completed on Wetland #4 during the final design stage, at which time delineation sheets will be filled out. Application for wetland permits will be made to the appropriate agencies with wetland jurisdiction. In this document, refer to Table 2, “Permits and Approvals Required,” on page 12, for a list of permits and approvals related to wetland impacts.

C) The Phase I Site Assessment is discussed in the EA beginning on page 24 under the heading “Environmental Hazards,” under Item 9 – Land Use. Any properties with a potential to be impacted by the project will be drilled and sampled. If necessary, a plan will be developed for properly handling and treating contaminated soil and/or groundwater during construction. MnDOT will work with the MPCA Voluntary Investigation and Cleanup (VIC) Program, the Petroleum Remediation/Brownfields Program, and the Minnesota Department of Agriculture Voluntary Investigation and Cleanup Program (AgVIC), as appropriate.

D) MnDOT conducted an extensive noise study that resulted in mitigation recommendations. This study is set forth in the EA, beginning on page 67 (see “Traffic Noise Analysis,” under Item 24 – Odors, Noise, and Dust). This noise analysis includes details about the process of voting by “benefited receptors” for the various noise barriers that were proposed for noise mitigation. Also in the EA, see the noise and mitigation data in the 200-page *Traffic Noise Analysis Report* in Appendix C. In this document, see a synopsis of the noise study and mitigation plans beginning on page 6, with references to Appendix F at the end of this document.

See Appendix B, Agency Comments, for the agency letters referred to here and for MnDOT’s detailed responses.

#### **IV. DECISION REGARDING NEED FOR ENVIRONMENTAL IMPACT STATEMENT**

An EIS is not necessary for the proposed project, based on the criteria that follow.

##### **A. Type, Extent, and Reversibility of Impacts**

MnDOT finds that the analysis completed for the EA is adequate to determine whether the project has the potential for significant environmental effects.

The EA describes the types and extent of impacts anticipated to result from the proposed project; it also includes features to mitigate the identified impacts. This document provides corrections, changes, and new information on environmental impacts that has become available since the EA was published and released for public comment. MnDOT has determined that no new environmental impacts to the project have been identified since the publication of the EA.

The following is an overview of the project’s main environmental impacts, as well as findings regarding the potential for additional impacts, and the design features identified for mitigating

them. The main project impacts, as discussed in the EA in Item 31 – Summary of Issues, include wetlands, stormwater quality and quantity, and traffic noise, as summarized below.

#### Wetlands

The Preferred Alternative will have a permanent impact on an estimated 0.07 acres of one wetland (Wetland #4). Application for wetland permits will be made to the appropriate agencies with wetland jurisdiction. Refer to Table 2, “Permits and Approvals Required,” on page 12 of this document, for a list of permits and approvals related to wetland impacts. (In the EA, wetland impacts are summarized in “Table 11 -- T.H. 100 Project Area Wetland Basin Features and Impacts” on page 36.)

Wetland impacts for this project are expected to be mitigated using MnDOT wetland bank credits from a bank site.

#### Stormwater Quality and Quantity

The Preferred Alternative adds 2.71 acres of new impervious surface area. It includes constructing three infiltration basins throughout the project area and modifying the existing stormwater pond in the northeast quadrant of T.H. 100 and T.H. 7. The proposed basins will be sized to meet Minnehaha Creek Watershed District and MPCA standards.

When the project is completed, there will not be an increase of water volume to either Twin Lakes or Bass Lake. This project will require a General Construction NPDES (National Pollutant Discharge Elimination System) Permit from the MPCA (Minnesota Pollution Control Agency). A Stormwater Pollution Prevention Plan (SWPPP) will be prepared for the project that will document the proposed stormwater treatment and soil and erosion control measures to be used during and after construction. A permit for stormwater control and soil and erosion control will also be needed from Minnehaha Creek Watershed District.

As a result of the proposed water treatment facility and various best management practices proposed for this project, the water quality and quantity of the off-site drainage is expected either to be improved by the project or to be equal to that of the existing condition when the project is completed.

#### Traffic Noise

This project is a federal Type 1 noise project. As required for a Type 1 noise project, a traffic noise analysis was conducted, and mitigation in the form of six noise walls was recommended along T.H. 100. Traffic noise is discussed in the T.H. 100 EA in Item 24, beginning on page 67. The preliminary *Traffic Noise Analysis Report* is in the EA in Appendix C.

#### *Noise Barrier Cost-Effectiveness Results*

Six noise barriers were determined to be feasible based on preliminary design studies, to meet MnDOT’s design reduction goal of at least 7 dBA at one benefited receptor behind each noise barrier; and to meet MnDOT’s cost-effectiveness criteria of \$43,500 per benefited receptor. Noise barrier cost-effectiveness results are described in detail in the EA in Appendix C, *Traffic Noise Analysis Report*, under “Noise Barrier Cost Effectiveness Results,” Tables 8-39. The

locations of the six noise barriers are identified below in Table 1 - Noise Barrier Voting Results: Four Barriers Proposed.

*Conclusions and Recommendations*

*Proposed Noise Barriers*

Following MnDOT’s Noise Policy, benefited receptors are allowed to vote on whether proposed noise walls are constructed. The final Traffic Noise Analysis Summary, outlining noise wall voting criteria and voting results, is included in Appendix F of this Findings of Fact and Conclusions document, followed by data tables in Attachments A-C. Based on the traffic noise studies completed to-date, MnDOT intends to construct highway traffic noise abatement measures in the form of an approximately 20-foot high barrier at four locations along the project corridor (see Table 1 – Noise Barrier Voting Results: Four Barriers Proposed, below). The two barriers not proposed were eliminated because a majority of the voting points for benefited properties adjacent to these walls were against construction.

**Table 1 -- Noise Barrier Voting Results: Four Barriers Proposed**

<b>Barrier</b>	<b>Location</b>	<b>Voting Results</b>
Barrier A2	West of Highway 100 between Park Ridge Apartments and an existing pedestrian bridge near 26th Street NW	Voted down. Won't be constructed.
<b>Barrier B (B1/B2)</b>	West of Highway 100 between existing pedestrian bridge near W 26 <sup>th</sup> Street and Minnetonka Boulevard (with an opening in the noise barrier for the proposed slip ramp near West 26 <sup>th</sup> /27 <sup>th</sup> Street)	<b>Voted in. Is proposed for construction.</b>
<b>Barrier C</b>	West of Highway 100 between Minnetonka Boulevard and the proposed off-ramp to WB Highway 7	<b>Voted in. Is proposed for construction.</b>
Barrier E	East of Highway 100 between Stephens Drive and West 26 <sup>th</sup> Street	Voted down. Won't be constructed.
<b>Barrier F</b>	East of Highway 100 between the existing pedestrian bridge at West 26 <sup>th</sup> Street and Minnetonka Boulevard	<b>Voted in. Is proposed for construction.</b>
<b>Barrier G</b>	East of Highway 100 between Minnetonka Boulevard and County Road 25	<b>Voted in. Is proposed for construction.</b>

### *Statement of Likelihood*

The preliminary indications of likely abatement measures described above are based upon preliminary design. Final mitigation decisions will be subject to final design considerations. If it subsequently develops during final design that conditions have substantially changed, noise abatement measures may not be provided. Decisions to eliminate or substantially modify a noise abatement measure must be approved by MnDOT and the FHWA Minnesota Division Office. Affected benefited receptors and local officials will be notified of plans to eliminate or substantially modify a noise abatement measure prior to the completion of the final design process. This notification will explain changes in site conditions (if any), additional site information, any design changes implemented during the final design process, and an explanation of noise barrier feasibility and reasonableness.

### **Conclusion: A. Type, Extent, and Reversibility of Impacts**

In summary, the main environmental impacts of this project are anticipated to affect wetlands, stormwater quantity and quality, and traffic noise. The potential impacts to these resources, as discussed above and as identified in the EA, can be avoided or minimized through the existing regulatory controls, as described. During the development of the T.H. 100 EA, no significant cumulative impacts to the resources affected by the project were identified. No additional adverse environmental impacts have been identified subsequent to publication of the EA.

### **Environmental Impacts and Issues that May Need Further Review**

The following section of this document is a summary of environmental impacts and issues that may need further review before the project is begun. See Item 31 on page 80 of the EA for specific details on these issues.

#### **Construction Impacts: Vegetation**

A vegetation plan consistent with MnDOT standards will be developed as part of the final construction plan to address temporary and permanent impacts on trees and vegetation.

This project will have impacts on trees and landscaping vegetation. As part of the final construction plan, a vegetation plan consistent with MnDOT standards will be implemented to address all temporary and permanent vegetation impacts. Boulevard trees will be replaced at a one-to-one ratio, provided there is sufficient remaining boulevard width; replacement trees will have a 2.5-inch diameter. Roadside landscaping will be replaced on an acre-to-acre basis (using landscape-grade plant material), provided there are suitable soil and site conditions in place to support plant health, and highway safety clear zones are not violated. This landscaping plan will include the planting of lilac shrubs, particularly near the Webster Park and Historic Roadside Park areas, where lilacs have flourished in the past.

None of the noxious or invasive weeds discovered in the project area (in particular, Leafy Spurge and Spotted Knapweed) will be spread during construction. These species will be controlled, and

areas of contaminated soil where they grow will be buried three feet deep within the project site, near the area where they are growing (i.e., the same side of the road).

For a discussion of vegetation impacts and mitigation, see EA Item 11 – Fish, Wildlife, and Ecologically Sensitive Resources, page 34.

#### Potential Environmental Hazards

A Phase I Site Assessment was conducted after contaminated sites were identified within 500 feet of the project area during the early environmental review of the project.

Forty-one (41) known or potentially contaminated sites were identified in the project area: nine (9) sites have a high risk; thirteen (13) have a medium risk; and nineteen (19) have a low risk for contamination. Of these sites, all of the high risk, twelve (12) of the medium risk, and thirteen (13) of the low risk sites have a potential to be impacted by the project because of their proximity to the project limits. Table 9 on page 26 of the EA lists the known and the potentially-contaminated properties. Figure 5 on page 32 of the EA shows the location of the sites identified within the project limits.

Based on available information, three (3) of the high risk sites identified by the Phase I Assessment have a potential for excessive cleanup costs or environmental liability. Those three sites are associated with the former St. Louis Park incinerator/Hoigaards Village redevelopment. They are of concern because they are near MnDOT right-of-way and could be affected by construction activities. The sites are indicated on Figure 5 on page 32 of the EA as sites #30, 32, and 35, located on the west side of T.H. 100, south of the Canadian Pacific Railroad bridge.

Mitigation measures include evaluating possibly-contaminated properties identified in the Phase I ESA to determine the likelihood of their being affected by construction, or acquired as right-of-way. Any properties with the potential to be impacted by the project will be drilled and sampled, as needed, to determine the extent and magnitude of contaminated soil or groundwater in the areas of concern. The results of the drilling investigations will determine whether the contaminated materials can be avoided or the project's impacts to the properties minimized. If necessary, a plan will be developed for properly handling and treating contaminated soil or groundwater during construction.

MnDOT will work with the MPCA Voluntary Investigation and Cleanup (VIC) Program, the Petroleum Remediation/Brownfields Program, and the Minnesota Department of Agriculture Voluntary Investigation and Cleanup Program (AgVIC), as appropriate, to obtain assurances that MnDOT's contaminated site cleanup work and/or contaminated site acquisition will not associate it with long-term environmental liability for the contamination.

MnDOT will continue to evaluate the project area for contamination concerns prior to acquisition of new right-of-way, and once the roadway profile and water ponding locations are finalized. A plan will be established for the proper handling of contaminated groundwater or soil that may be encountered during construction.

### Physical Impacts on Water Resources

As discussed above under “Wetlands,” impacts will result from fill that will be placed in 0.07 acres of project wetland basins. A wetland mitigation plan for replacement of the affected wetland areas will be developed consistent with state and federal wetland regulatory requirements. That plan will re-assess the areas of wetland impacts (and mitigation needed) based on final plans, wetland delineations, and the current and applicable wetland mitigation guidelines and regulations in effect at that time. The intent of the wetland mitigation plan will be to replace lost wetland functions in the project area where possible.

Wetland impacts for this project will be mitigated with MnDOT wetland bank credits from a bank site as close to the project area as feasible. The mitigation process will involve consultation with the DNR and COE. Replacement of lost wetlands will be in accordance with current Wetland Conservation Act (WCA) criteria, Clean Water Act Section 404, and the DNR Public Waters requirements, and will occur prior to or concurrent with the impacts. Efforts will be made to replace all lost wetland functions and values with similar wetland types.

### Erosion and Sedimentation

To minimize erosion and sedimentation of all exposed soils within the project corridor, best management practices will be used, and NPDES permit requirements will be followed, including identifying erosion practices in the final site grading and construction plans.

### Solid Waste, Hazardous Waste, and Storage Tanks

All regulated waste, including hazardous waste, will be removed under separate contract and will be managed according to state guidelines and regulations.

The volume of trees to be disposed of is unknown at this proposed stage of the project; however, for marketable timber exceeding a volume of 100 cubic yards, MnDOT Standard Specification 2101.3D (D1) may be followed. Another acceptable disposal method for wood debris and cleared trees is to chip them for use within and around the project limits to control erosion and compaction. To replace trees lost on the project, a tree replacement plan will be created, following guidance in MnDOT’s *Highway Project Development Process* web-site.

### Odors, Noise, and Dust

Construction dust and airborne particulates will be minimized through standard control measures, according to MnDOT specifications.

#### Construction Noise

Although MnDOT and its contractors are exempt from local noise ordinances regarding construction, it is MnDOT’s practice to require contractors to comply with local noise restrictions and ordinances to the extent that is reasonable. MnDOT requires that construction equipment be muffled and in proper working order. Night construction may sometimes be required during the project to minimize traffic impacts and to improve safety. Nighttime use of pile drivers will be prohibited. Construction will be limited to daytime hours as much as possible.

## Traffic Noise

Noise walls were proposed for some areas of the project as traffic noise mitigation, based on projected noise levels and cost-effectiveness figures. Voting by affected residents resulted in the determination of which proposed noise wall locations would receive this mitigation. See the discussion of noise wall proposals in this document, above, under “Traffic Noise” and also in Appendix F at the end of this document. In the EA, see the Traffic Noise Analysis section (beginning on page 67), and the *Traffic Noise Analysis Report*, including statistical analysis and mitigation proposals, in Appendix C of the EA.

## Nearby Resources

### Parks

Historic Roadside Park and Webster Park are both on MnDOT right-of-way and will be impacted by this project. St. Louis Park has a Limited Use Permit from MnDOT for each of these properties, which allows MnDOT to terminate the permit with written notice. FHWA has agreed that these parks are not Section 4(f) properties. MnDOT will attempt to avoid disturbing the Historic Roadside Park’s loop-trail and the trees inside the loop-trail. The southbound T.H. 100 exit ramp to westbound T.H. 7 will be realigned along the south edge of Webster Park. In addition, storm sewer improvements will be proposed along the eastern edge of Webster Park. Efforts will be made to minimize impacts to Historic Roadside Park and Webster Park.

### Paved Trail (east of T.H. 100, south of Minnetonka Boulevard)

The paved trail is considered a Section 4(f) property under federal regulations. Based on consultation with City of St. Louis Park staff, a de minimis impact finding to the trail was proposed, as the impact does not adversely affect the activities, features, and attributes of the trail (see concurrence correspondence from the City of St. Louis Park in the EA, Appendix B, dated March 27, 2012.). Following the public comment period for the EA, the FHWA made a determination to accept the proposed de minimis finding.

### Cedar Lake LRT Regional Trail

Bridge #5309 carrying the Cedar Lake LRT Regional Trail over T.H. 100 will be removed as part of this project. MnDOT will work with the Three Rivers Suburban Park District to replace this bridge, as part of the T.H. 100 project. MnDOT will work with Three Rivers Suburban Park District and the City of St. Louis Park to find a trail detour route while the replacement bridge is constructed.

At the time of this writing, the location of the trail relative to the Canadian Pacific railroad tracks and Southwest Light Rail Transit tracks has not been decided.

## **B. Cumulative Potential Effects of Related or Anticipated Future Projects**

As discussed in Item 29 of the EA, the cumulative potential effect of related or anticipated future transportation and development projects has been considered, and the proposed project has low potential for cumulative impacts to the resources directly or indirectly affected by the project.

**C. The Extent to Which the Environmental Effects Are Subject to Mitigation by Ongoing Public Regulatory Authority**

The mitigation of environmental impacts will be designed and implemented in coordination with regulatory agencies and will be subject to the plan approval and permitting process. Permits and approvals that have been obtained or may be required prior to project construction include those listed below in Table 2.

**Table 2 – Permits and Approvals Required**

Unit of government	Type of application	Status		
		To be requested	Requested	Complete
<b>Federal</b>				
FHWA	Environmental Assessment			X
FHWA	EIS need determination	X		
FHWA	Section 4(f) determination (de minimis)			X
MnDOT CRU on behalf of FHWA	Section 106 (Historic / Archeological) determination			X
MnDOT OES on behalf of FHWA	Endangered Species Act (Section 7) determination			X
U.S. Army Corps of Engineers	Section 404 Permit – General Permit – Letter of Permission (The need for a COE permit will be decided after the Level II wetland delineation, and a COE jurisdictional determination.)	X		
<b>State</b>				
MnDOT	Environmental Assessment Worksheet			X
MnDOT	EIS need determination			X
MnDOT	Minnesota Wetland Conservation Act – for existing road repair and maintenance – project-specific report	X		
Minnesota Department of Health	Water main plan review (if needed)	X		
Minnesota Department of Natural Resources	Water Appropriations Permit (dewatering permit, if needed)	X		
Minnesota Pollution Control Agency	Section 401 Water Quality Certification (if Section 404 Permit is needed)	X		
Minnesota Pollution Control Agency	National Pollutant Discharge Elimination System -- Construction Stormwater Phase II Permit	X		

Unit of government	Type of application	Status		
		To be requested	Requested	Complete
Minnesota State Historic Preservation Office (SHPO)	Section 106 (Historic / Archeological) determination			X
<b>Local</b>				
Metropolitan Council	Controlled Access Approval	X		
City of St. Louis Park	Municipal Consent <sup>1</sup>			X
Minnehaha Creek Watershed District	Watershed District Permit (Stormwater Management Permit, and Erosion and Sediment Control Permit)	X		

Notes:

(1) Since the approval of the draft EA by FHWA in December 2012, the St. Louis Park City Council voted on December 3, 2012, to give Municipal Consent for the proposed project, as recorded in the City Council minutes of 12/3/12. (The Municipal Consent Resolution No. 12-177 is included in this document, Appendix D.)

#### **D. Extent to Which Environmental Effects Can Be Anticipated and Controlled as a Result of Other Environmental Studies**

The project involves environmental impacts that are typical of impacts that have been routinely encountered during construction of numerous other bridge and roadway projects reviewed by regulatory authorities. MnDOT has experience in roadway design and construction in the proposed project area. No problems are anticipated that MnDOT staff has not already encountered and successfully addressed in the area in the past. MnDOT staff finds that the environmental effects of the project can be anticipated and controlled as a result of the environmental review process and the environmental protection experience of MnDOT staff.

## V. CONCLUSIONS

1. All requirements for environmental review of the proposed project have been met.
2. The EA and the permit development processes related to the project have generated information that is adequate to determine whether the project has the potential for significant environmental effects.
3. Areas where potential environmental effects have been identified will be addressed during the final design of the project. Mitigation will be provided where impacts are expected to result from project construction, operation, or maintenance. Mitigative measures are incorporated into project design, and have been or will be coordinated with state and federal agencies during the permit process.
4. Based on the criteria in Minnesota Rules part 4410.1700, the project does not have the potential for significant environmental effects.
5. An Environmental Impact Statement is not required for the proposed T.H. 100 Reconstruction Project.

For the Minnesota Department of Transportation,



Lynn P. Clarkowski, P.E.  
Chief Environmental Officer  
Director, Office of Environmental Stewardship  
Minnesota Department of Transportation

May 17, 2013

Date

---

## **APPENDICES**

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## **Appendix A**

### **EA Figure 3 - Site Location Map (Project Layout)**

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## **Appendix B**

### **Agency Comments Received and Responses**

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**T.H. 100 EA Agency Comment Letter 1: Minnesota Department of Natural Resources**

**MnDOT Responses**

**Dalton, Rick (DOT)**

**From:** Doperalski, Melissa (DNR)  
**Sent:** Wednesday, January 23, 2013 7:25 AM  
**To:** Dalton, Rick (DOT)  
**Subject:** Re: TH 100 Reconstruction EA/EAW - DNR Comments

Mr. Dalton,

The DNR has reviewed the EA/EAW for the TH 100 Reconstruction project in St. Louis Park from West 36<sup>th</sup> Street to Cedar Lake Road. In addition to the DNR email dated September 21, 2011 as reference in Appendix B Correspondence of the document, the DNR would like to offer the following comments for consideration.

- A** Please note that the previous DNR correspondence is over 1 year. The DNR typically recommends that a follow-up correspondence be completed to verify if new records have been updated in the area of the proposed project if over 1 year has passed since the prior review was completed. This would help to determine whether state-listed species may be impacted by the proposed activities and if the project needs to consider those during planning.

The project would result in a large amount of mature trees that would need to be removed. The document includes a discussion on the loss associated with the removal of these trees and plans to replace trees where feasible. The DNR encourages and supports the preparation of the Woody Vegetation Mitigation that includes a Protection Plan along with a Tree Replacement and Landscape Plan to reduce the removal of and impacts to mature trees in the project area. These wooded areas within the developed metro area are very important to urban wildlife.

Thank you,  
Melissa

**Melissa Doperalski**  
**Regional Environmental Assessment Ecologist**  
**Department of Natural Resources, Central Region**  
1200 Warner Road  
Saint Paul, Minnesota 55106  
651.259.5738  
[melissa.doperalski@state.mn.us](mailto:melissa.doperalski@state.mn.us)

**A.** In response to this comment, current DNR records were reviewed by MnDNR to determine whether additional impact information regarding state-listed species had become available for the project area since the original determination was issued in 2011. MnDNR verified that no new information was recorded for the project area between 2011 and the time of this writing (2013); therefore, the 2011 determination remains accurate.

**B.** Comment noted.



**Minnesota Pollution Control Agency**

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300  
800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

January 18, 2013

Mr. Rick Dalton  
Environmental Coordinator  
Minnesota Department of Transportation, Metro District  
1500 West County Road B2  
Roseville, MN 55113

Re: Trunk Highway 100 Reconstruction in St. Louis Park Environmental Assessment

Dear Mr. Dalton:

Thank you for the opportunity to review and comment on the Environmental Assessment (EA) for the Trunk Highway 100 Reconstruction project (Project) in St. Louis Park, Minnesota. The Project consists of the reconstruction of the interchanges at Trunk Highway 7 and Minnetonka Boulevard. Minnesota Pollution Control Agency (MPCA) staff has reviewed the EA and have no comments at this time.

A

A. Comment noted.

Agency Comment Letter 2: Minnesota Pollution Control Agency (Page 2 of 2)

MnDOT Responses

B

Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EA please contact me at 651-757-2508.

Sincerely,



Karen Kromar  
Planner Principal  
Environmental Review Unit  
Resource Management and Assistance Division

KK:bt

cc: Craig Affeldt, MPCA, St. Paul  
Doug Wetzstein, MPCA, St. Paul

B. Comment noted.



Three Rivers  
Park District  
Board of  
Commissioners

January 23, 2013

Penny Steele  
District 1

Rick Dalton, Environmental Coordinator  
Minnesota Department of Transportation, Metro District  
1500 W. County Road B2  
Roseville, MN 55113

Jennifer DeJournett  
District 2

RE: Highway 100 Reconstruction and Replacement of Four Bridges, St. Louis Park,  
Minnesota (SP 2734-33)

Daniel Freeman,  
Vice Chair  
District 3

Dear Mr. Dalton,

Upon review of the Environmental Quality Board (EQB) Monitor, it has come to Three Rivers Park District's (Park District) attention that the SP 2734-33 bridge reconstruction and replacement project in the City of St. Louis Park affects Park District facilities, specifically the Cedar Lake LRT Regional Trail bridge crossing of Highway 100.

John Gunyou,  
Chair  
District 4

The Cedar Lake LRT Regional Trail provides a critical opportunity for non-motorized transportation between the City of Minneapolis and the western suburbs. The regional trail also serves as an important function for walkers, hikers, runners, bicyclists, in-line skaters and others seeking a safe, off-road option for recreation and exercise. In 2011 the regional trail received approximately 500,300 visits.

**A. (See comment A on next page.)**  
MnDOT will include Three Rivers Park District in the design review of the trail bridge and in decisions about any temporary closures or detours.

Agency Comment Letter 3: Three Rivers Park District (Page 2 of 2)

MnDOT Responses

John Gunyou,  
Chair  
District 4

The Cedar Lake LRT Regional Trail provides a critical opportunity for non-motorized transportation between the City of Minneapolis and the western suburbs. The regional trail also serves as an important function for walkers, hikers, runners, bicyclists, in-line skaters and others seeking a safe, off-road option for recreation and exercise. In 2011 the regional trail received approximately 500,300 visits.

John Gibbs  
District 5

A

The Park District, in coordination with the Hennepin County Regional Rail Authority (HCRRA) and the City of St. Louis Park, own, operate and maintain the Cedar Lake LRT Regional Trail. As such, the Park District requests the opportunity to participate in any future discussions that involve the design review of the new Cedar Lake LRT Regional Trail bridge and any temporary closures and/or detours required as part of the SP 2734-33 project.

Larry Blackstad  
Appointed

Sincerely,



Vacant  
Appointed

Ann Rexine, Planner

Cris Gears  
Superintendent

C: Kelly Grissman, Director of Planning (Park District)  
Eric Nelson, Senior Manager of Engineering (Park District)  
Jan Youngquist, Planning Analyst (Metropolitan Council)

**T.H. 100 EA Agency Comment Letter 4: Metropolitan Council (Page 1 of 2)**

**MnDOT Responses**



Richard Dalton  
MnDOT Environmental Coordinator  
1500 W. County Road B2  
Roseville, MN 55113

RE: Environmental Assessment (EA) for the reconstruction of Highway 100 in St. Louis Park.  
Metro Council District 6, James Brimeyer  
Metro Council Review # 21065-1

Dear Mr. Dalton:

The Metropolitan Council has received the EA for the proposed reconstruction project on TH 100 from West 36<sup>th</sup> street to Cedar lake Road in St. Louis Park (SP.2734-33) to determine its adequacy and accuracy in addressing regional concerns, potential impacts that warrant further investigation, and the need for an environmental impact statement (EIS).

The project will reconstruct the interchanges at TH 100 and TH 7/CSAH 25 and at TH 100 and Minnetonka Blvd; replace four bridges on TH 100; add auxiliary lanes on TH 100 and repair/replace pavement.

The Council staff finds that an EIS is not necessary for regional purposes. However the staff offers the following technical comments which should be addressed:

**Transportation (Ann Braden, 651-602-1705)**

TH 100 functions as a principal arterial and is part of the metropolitan highway system. The proposed interchange reconstruction supports this function. In accordance with Mn Statute 473.166:

*"Before acquiring land for or constructing a controlled access highway in the area, the state Transportation Department or local government unit proposing the acquisition or construction shall submit to the Metropolitan Council a statement describing the proposed project. The statement must be in the form and detail required by the council. The council shall review the statement to ascertain its consistency with its policy plan and the development guide. No project may be undertaken unless the council determines that it is consistent with the policy plan. . "*

This requirement ensures that the proposed highway projects are consistent with regional policies and plans. Typically, the request is submitted with the Final EIS or the Finding of No

A Significant Impact (FONSI). Table 21 of the EA should include the controlled access request.

A. MnDOT will submit a Controlled Access Request form to the Metropolitan Council. This is reflected in Table 2 on page 13 in the Findings of Fact and Conclusions, which is an updated version of Table 21 in the EA.

**T.H. 100 EA Agency Comment Letter 4: Metropolitan Council (Page 2 of 2)**

**MnDOT Responses**

**Environmental Services (Roger Janzig, 651-602-1119)**

Metropolitan Council Interceptor (7026) crosses Highway 100 south of Highway 7. This project may impact the interceptor. The interceptor was built in 1971 and is a 24 inch Pre-stressed Concrete Cylinder Pipe (PCCP) at a depth of approximately 6 feet. To assess the potential impacts to our interceptor system, prior to initiating this project, preliminary plans should be sent to Scott Dentz, Interceptor Engineering Manager (651-602-4503) at the Metropolitan Council Environmental Services for review and comment.

B

[www.metrocouncil.org](http://www.metrocouncil.org)

Page 2

**Transit (Steve Mahowald, 612-349-7775)**

As noted on pages 93-94, Metro Transit has bus service on TH 100 and Minnetonka Blvd with some of the Minnetonka Blvd service using the ramps to/from Highway 7. Also, as noted throughout the document, the project has potential impact on the Southwest LRT project. Thus, as the project moves forward it is important that Metro Transit's Street Operations department and Southwest Project Office be kept in the loop during planning and construction.

C

The Southwest Project Office (SPO) requests an update/correction of the anticipated revenue service date (RSD) for SWLRT from 2017 to 2018.

D

**Parks (Jan Youngquist, 651-602-1029)**

The EA indicates that the bridge over Highway 100 for the Cedar Lake LRT Regional Trail will be removed and replaced as part of the reconstruction project. The Cedar Lake LRT Regional Trail is part of the regional parks system, overseen by the Metropolitan Council. The regional trail is operated by Three Rivers Park District. Council staff recommends that MnDOT work with Three Rivers Park District to determine a reasonable detour of the trail to ensure the safety of trail users and minimize disruption to the recreational and commuting use of the regional trail during the construction project.

E

Should you have any questions, please call Ann Braden at 651-602-1705.

Sincerely,

  
Lisa Barajas,  
Manager, Local Planning Assistance

Cc: Cheryl Olsen, Reviews Coordinator

B. Regarding Metropolitan Council Interceptor 7026 and the interceptor system, MnDOT will send preliminary plans to Scott Dentz at the Metropolitan Council Environmental Services for review and comment.

C. MnDOT will include Metro Transit's Street Operations department and the Southwest Project Office in information-sharing during planning and construction stages of this project.

D. MnDOT acknowledges the correction of the revenue service date for SWLRT from 2017 (as shown in the EA on page 2) to 2018.

E. If a detour of the regional trail is determined to be necessary, MnDOT will work with Three Rivers Park District to develop detour logistics.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

JAN 24 2013

REPLY TO THE ATTENTION OF:

E-19J

Rick Dalton, Environmental Coordinator  
Minnesota Department of Transportation  
Metro District  
1500 W. County Road B2  
Roseville, Minnesota 55113

**Re: Draft Environmental Assessment for Proposed Reconstruction Project on Trunk Highway 100 from West 36<sup>th</sup> Street to Cedar Lake Road, Hennepin County, St. Louis Park, Minnesota (SP2734-33)**

Dear Mr. Dalton:

The U.S. Environmental Protection Agency has reviewed the referenced draft Environmental Assessment (EA) submitted by the Federal Highway Administration (FHWA) and prepared by the Minnesota Department of Transportation (MnDOT) pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and Section 404 of the Clean Water Act.

The project proposes to reconstruct the interchanges at Trunk Highway (T.H.) 100 and T.H. 7/CSAH 25 and at T.H. 100 and Minnetonka Boulevard. The total length of T.H. 100 proposed

A. (Response begins on page 3.)

**T.H. 100 Agency Comment Letter 5: U.S. Environmental Protection Agency (Page 2 of 5)**

**MnDOT Responses**

to be under construction is approximately 1.7 miles. The project will include the replacement of four bridges on T.H. 100, the addition of auxiliary lanes on T.H. 100, and the repair and/or replacement of pavement. This project also proposes the acquisition and use of land from a multi-use paved trail that runs for approximately one-half mile north and south along the east side of T.H. 100 from the Toledo Street cul-de-sac to Salem Avenue. The trail is currently located in the MnDOT right-of-way and is considered a public recreational facility. The use of this land is subject to the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303) and 23 U.S.C. 138. Section 4(f) of the Act addresses the procedures for identifying impacts to

recreational and other public lands resulting from federally-funded transportation projects. This project will also be reviewed under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act of 2005. Section 609 of that Act will allow for determinations that specific uses of Section 4(f) land will have no adverse effect (de minimis) on the protected resource.

The purpose and need for this project is to address several roadway geometric deficiencies as defined by the MnDOT highway standards. This includes safety concerns due to substandard ramps, lane and shoulder width, and horizontal and vertical clearance of bridges. Other primary needs for this proposed project include reduction of traffic congestion, increased mobility on T.H. 100, and improvements to the bike and pedestrian paths that cross over T.H. 100.

Based on our review, we have identified issues as stated below:

T.H. 100 Agency Comment Letter 5: U.S. Environmental Protection Agency (Page 3 of 5)	MnDOT Responses
<p><b>Preferred Alternative:</b></p> <p><b>A</b> The preferred alternative is stated to be a modification of Alternative C. The modifications to the selected alternative are not clearly laid out in the document. Also, the document does not provide a detailed map as visual illustration. In the Final EA, a map depicting the modifications as well as a description of these changes to Alternative C would be useful and should be included.</p> <p><b>Wetland Mitigation</b></p> <p><b>B</b> This project proposes to expand and widen T.H. 100, which will have a direct impact on current wetland areas. The project would need to fill approximately 0.07 acres of wetland. The effected wetland, Wetland #4, is a Type 3 shallow marsh that is primarily a cattail ditch that may be remnant of a historic wetland. The EA states that a Level II Delineation will be completed during Final Design. Since the project area is fully developed, there is not appropriate land available in the immediate vicinity for mitigation. The project proposes to adhere to the Minnesota Wetland Conservation Act (WCA) in that the replacement of lost wetlands will occur prior to or concurrently with the impacts, and that the wetland replacement will be sought to have the same function, values and properties of the lost wetland. EPA asks that more information, mapping, delineations and mitigation sequencing be discussed in the Final Environmental Assessment for this project. Permitting by the U.S. Army Corps of Engineers (USACE) under section 404 of the Clean Water Act will also be necessary for these wetland impacts, including proper mitigation.</p> <p><b>Contaminated Sites</b></p> <p><b>C</b> Based on MnDOT's threshold criteria for Highway Project Development Process (HPDP), this project has been classified as having a high risk of impacting contaminated and potentially contaminated sites. The Draft EA identifies that there are numerous contaminated or potentially</p>	<p><b>A.</b> The modifications made to Option 3/Alternative C that resulted in the design being selected as the Preferred Alternative are described in <b>B. Preferred Alternative</b> under "Preferred Alternative Geometric Design Features" on page 15 of the EA. A detailed map of the Preferred Alternative is shown in Figure 3 on page ix of the EA. Alternative C, as originally proposed without modifications, is shown in Appendix A, as "Option C -- Bridge Braid."</p> <p><b>B.</b> As the EA states on page 36, the Level I delineation anticipates the total wetland impact to be 0.07 acres, involving Wetland #4 only, primarily a cattail ditch. The Level II delineation will be completed on Wetland #4 during Final Design stage, at which time delineation sheets will be completed. Wetland mapping is shown in the EA in Figure 6 on page 39. As the EA states on page 37, all permitting requirements will be met, including determining the need for a COE Section 404 permit. The 0.07-acre impact is expected to be mitigated with wetland bank credits from an existing wetland bank. Credits will be allotted in accordance with WCA criteria, as stated on EA pages 37-38.</p> <p><b>C.</b> Potentially contaminated properties identified in the Phase I ESA will be evaluated for their likelihood to be impacted by construction and/or acquired as right-of-way. Any properties with a potential to be impacted by the project will be drilled and sampled,</p>

T.H. 100 Agency Comment Letter 5: U.S. Environmental Protection Agency (Page 4 of 5)	MnDOT Responses
<p>contaminated sites within 500 feet of the project area. The Draft EA states that these sites will be avoided where possible. If any properties have a potential to be impacted by the project, MnDOT states that those sites will be sampled and investigated. The results of the sampling will determine the action taken. EPA asks that a more comprehensive plan detailing the process and prioritizing the actions that will occur if a drill site is found to be contaminated. EPA recommends avoiding and minimizing these areas to the extent possible. If a contaminated site is discovered within the project vicinity, proper reporting and action will need to be taken in coordination with EPA and Minnesota Pollution Control Agency</p> <p><b>Noise</b></p> <p>D The Draft EA states that the Traffic Noise Analysis Report concludes that the T.H. 100 reconstruction project will result in increased traffic noise levels as compared to existing conditions. This report states that final mitigation decisions will be determined in the final design process. We recommend that the affected areas have noise mitigation plans in order to reduce the expected increased noise levels to acceptable limits. Further evaluation of mitigation, including various types of sound barriers, should be conducted. The result should be included in the Final EA. Where applicable, MnDOT noise standards need to be applied, particularly in areas where there are sensitive receptors, such as schools, day care, hospitals and senior living communities. These standards include EPA guidance, OSHA limits, Minnesota State requirements and local restrictions.</p>	<p>(C. cont'd.) as needed, to determine the extent and magnitude of contaminated soil or groundwater in the areas of concern. The results of the drilling investigation will determine whether the contaminated materials can be avoided or the project's impacts to the properties minimized. If necessary, a plan will be developed for properly handling and treating contaminated soil and/or groundwater during construction. MnDOT will work with the MPCA Voluntary Investigation and Cleanup (VIC) Program, the Petroleum Remediation/Brownfields Program, and the Minnesota Department of Agriculture Voluntary Investigation and Cleanup Program (AgVIC), as appropriate, to obtain assurances that MnDOT's contaminated site cleanup work and/or contaminated site acquisition will not associate it with long-term environmental liability for the contamination. See "Environmental Hazards" beginning on page 24 of the EA.</p> <p>D. A noise mitigation plan is presented in the EA beginning on page 67 under "Traffic Noise Analysis." It is based on the extensive noise analysis that was</p>

**T.H. 100 Agency Comment Letter 5: U.S. Environmental Protection Agency (Page 5 of 5)**

**MnDOT Responses**

EPA is available to discuss these comments to the draft EA at your convenience. Please feel free to contact me at 312-886-2910 or Shanna Horvatin of my staff at 312-886-7887 or [horvatin.shanna@epa.gov](mailto:horvatin.shanna@epa.gov) to discuss these comments.

Sincerely,



Kenneth A. Westlake, Chief  
NEPA Implementation Section  
Office of Enforcement and Compliance Assurance

(D. cont'd.) conducted in 2012, and is presented in the 200-page *Traffic Noise Analysis Report* in Appendix C of the EA. Proposed noise walls have been voted on by the “benefited receptors,” and locations are being finalized. All noise standards are being met as part of this project.





## **Appendix C**

### **Public Comments Received and Responses**

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**Dalton, Rick (DOT)**

**From:** David Schwandt <DSchwandt@planviser.com>  
**Sent:** Sunday, December 30, 2012 8:44 AM  
**To:** Dalton, Rick (DOT)  
**Subject:** Highway 100 Reconstruction Project - St. Louis Park  
**Importance:** High

Greetings, Mr. Dalton:

As a 30+ year resident of Golden Valley, I have traveled Highway 100 more times than I can count. For business and family purposes, I probably use the highway several times each week. You can't know how delighted I was a few years ago when MnDOT figured out a way to find three lanes under the various bridges in St. Louis Park so traffic could move along a bit more efficiently in this congested area. But, this clearly was a temporary and not altogether satisfactory solution.

A I've always been amazed by the I-394 / Highway 100 interchange because of design decisions that seem to have resulted in unnecessary congestion and slowdowns. Why, for example, are eastbound and westbound lanes on I-394 reduced from three lanes to two lanes as one travels under the Highway 100 overpass? Every day I witness extensive bottlenecks in this area that could have been avoided if the number of usable lanes remained at three along the entirety of I-394. This leads to frustrated drivers and the inefficient operation of automobiles which, of course, can only cause greater pollution.

B Of particular concern are the multiple ramps leading onto southbound Highway 100 immediately south of the I-394 / Highway 100 interchange. Might this be corrected or eased somehow in the reconstruction of the St. Louis Park portion of Highway 100? During rush hour cars often come to a complete stop because the configuration simply can't handle the massive flow of traffic. While northbound Highway 100 has three usable lanes, southbound traffic moves from three lanes to two lanes in order to accommodate the Highway 5 and Highway 7 exits. Again, I hope this was a temporary solution because it triggers congestion daily, and many folks simply use the right-side exit lane as a flow-through southbound lane which, if folks entering Highway 100 from Highways 5 and 7 aren't engaged and honor the yield signs, could result in severe accidents.

**A:** The question about I-394 is beyond the scope of this project, as the project limits are on T.H. 100 from Cedar Lake Road to 26<sup>th</sup> Street.

**B:** The first part of this question refers to ramps on T.H. 100 immediately south of I-394, which the project does not address, as they are outside the project limits.

Regarding the second part of this question: the project's Preferred Alternative provides three continuous lanes, both northbound and southbound, along with auxiliary lanes, to improve traffic flow from and to ramps on the corridor.

T.H. 100 EA Citizen Comment Letter 1: David Schwandt (Page 2 of 2)	MnDOT Responses
<p data-bbox="218 228 1472 321">C It would appear likely MnDOT will not (perhaps cannot) expand Highway 169, so the making certain Highway 100 and I-494 are able to handle increasing northbound and southbound traffic in the western suburbs is absolutely vital to commerce and safety.</p> <p data-bbox="218 354 1472 475">D My hope, then, is that those designing the Highway 100 improvements through St. Louis Park will find a way to diminish the congestion problem caused by too many on ramps blending into southbound Highway 100 just south of the interchange with I-394, and that there will be at least <b>three</b> fully usable and flowing nothbound <i>and</i> southbound lanes on Highway 100 at the completion of the project.</p> <p data-bbox="260 508 1472 570">Thank you for this opportunity to express my thoughts and for your efforts to improve this vital stretch of Twin Cities' highway.</p> <p data-bbox="260 602 331 630">David</p> <p data-bbox="260 662 604 724">David A. Schwandt, J.D., CFP® <b>PlanViser</b> <i>Financial</i></p>	<p data-bbox="1528 220 1766 248">C: Comment noted.</p> <p data-bbox="1528 362 1906 389">D: See Responses A &amp; B, above.</p>

T.H. 100 EA Citizen Comment Letter 2: Keith Aleshire

MnDOT Responses

**Dalton, Rick (DOT)**

**From:** Keith Aleshire <keith@strike2.com>  
**Sent:** Sunday, December 30, 2012 12:46 PM  
**To:** Dalton, Rick (DOT)  
**Subject:** [SPAM] St. Louis Park Highway 100 Rebuilding

Mr. Dalton:

I lived in Saint Louis Park for 18 years until my wife divorced me and I moved to Minnetonka. As a business owner in St. Louis Park and frequent traveler (my employees and I go to people's homes and businesses and repair their computers), I found the work done a few years ago on the onramps going south on Highway 100 from Minnetonka Blvd and Highway 7 to be atrocious and dangerous. This needs to be remedied in the new work.

**A** First, it is confusing as you are getting onto Highway 100 from Highway 7 going south if cars are in the single lane from the Minnetonka onramp or are on Highway 100, one lane over. It is an optical illusion that can cause crashes and hesitation.

**B** I also find it inefficient the onramps from Highway 7 going north or south on Highway 100 or coming off Highway 7. There is a stoplight at every intersection, causing delays and wasting gas and causing pollution. Isn't it more efficient to have clover-leaf onramps that have meters during rush hour? This was a terrible redesign when Highway 7 was redone.

I try to avoid the stoplights to get onto Highway 100 south from Highway 7 by taking the Wooddale Ave S off Highway 7 to get onto Highway 100 south. (By the way, the angle of Wooddale crossing Highway 7 is also becoming dangerous to see oncoming traffic as you try to get onto Wooddale.)

Anyway, sir, my two cents.

Best wishes,  
Keith Aleshire  
President  
Strike Twice Computers  
8700 W. 36th St. Suite 3W  
St. Louis Park MN 55426-3947  
Phone: (952) 939-0174

**A:** The Preferred Alternative will eliminate the yield sign on the T.H. 7 entrance ramp, providing a more standard acceleration ramp. As a result of this improvement, there will be greater separation along the roadway, and the separation at the through-lanes will be eliminated.

**B:** The new interchange configuration at T.H. 7 and T.H. 100 will operate more efficiently, especially for the ramps carrying the most traffic. A cloverleaf interchange here, as you suggest, would place a short weaving segment between the loops directly adjacent to through -trips. This would cause ramp traffic and mainline traffic to operate at different speeds, leading to increased congestion and/or crashes.

T.H. 100 EA Citizen Comment Letter 3: Sean McKenna

MnDOT Responses

**Dalton, Rick (DOT)**

**From:** McKenna, Sean <Sean.McKenna@minneapolismn.gov>  
**Sent:** Wednesday, January 02, 2013 8:33 AM  
**To:** Dalton, Rick (DOT)  
**Subject:** Highway 100 comments

Sir-

Thank you for rebuilding this road, it is much needed.

- A There is no need for an entrance ramp at West 27<sup>th</sup> Street. Please do away with this. The only purpose it serves is at afternoon rush hour when foolish drivers exit southbound highway-100 at Stevens Drive/Cedar Lake Road, only to re-enter southbound-100 at West 27<sup>th</sup> Street. It might save several seconds but creates a horrid back up because once back on the road, most of these drivers must immediately get over a lane to their left or be forced into a mandatory exit at Minnetonka Boulevard.
  - B Please do not label exits as "exit only" when they are nothing of the sort. Southbound-100 drivers completely ignore the "exit only" at Minnetonka Boulevard/Highway-7/County-25 and continue south, making the ramp from eastbound-7 to southbound-100 a terrifying experience. This just might be the most poorly designed road in the metro area.
  - C Lastly, during the coming construction re-build, something *must* be done to prevent the neighborhoods on the west side of highway-100 from becoming highway-100. I live six blocks west of highway-100 and each afternoon I can tell the condition of traffic on highway-100 by the number of cars that travel my street. As these drivers are not neighbors, they don't drive very "neighborly". In my twenty years at this address, I know of one dog hit and killed and one child struck by cars on my block and neither driver even lived in my zip code.
- Thank you,  
SM

**A:** The ramp from West 27th Street will remain open; however, it will be shifted a few hundred feet north to allow more space for acceleration and more distance before the exit at Minnetonka Boulevard.

**B:** The area between the on-ramp from Minnetonka Boulevard to south T.H. 100 and T.H. 7 will be improved with this project. There will be greater separation along the roadway, and the separation at the through-lanes will be eliminated.

**C:** Every attempt will be made to minimize traffic diversion during construction.

**T.H. 100 EA Citizen Comment Letter 4: Robert Ryder**

**MnDOT Responses**

**Dalton, Rick (DOT)**

**From:** Robert Ryder <pappyryder@gmail.com>  
**Sent:** Saturday, January 05, 2013 7:09 PM  
**To:** Dalton, Rick (DOT)  
**Subject:** Hwy 7 rebuilding

**I don't know if you want comments about other things than environmental issues but here goes.**

**A I am a school bus driver for Edina Schools. I drive for athletics and field trips, not routes so I frequently come in, from the west, on Hwy 7 and must go south on Hwy 100. The entrance on Hwy 100 is SCARY!! The sight lines on a school bus makes that entrance unsafe, especially at night. You can't tell if on-coming traffic is in the entrance lane or not. And there's no blend-in area - none. If a mistake is made, disaster. I have taken to leaving Hwy 7 and cutting across 36th ST. Then, I must cross RR tracks. That's not good either.**

**So please - make sure the decision makers and civil engineers create an entrance that's safe, not only for cars but buses too.**

**Hopefully, Bob Ryder**

**A:** The entrance ramp you refer to has been redesigned. The new ramp will facilitate entrance into any auxiliary lane that carries traffic to the 36th Street collector-distributor roadway. In addition, this project will replace the T.H. 7 bridge over T.H. 100, along with other bridges cited in the EA.

**T.H. 100 EA Citizen Comment Letter 5: Mary McKelvey**

**MnDOT Responses**

**Dalton, Rick (DOT)**

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**From:** Mary McKelvey <mkmckelvey@yahoo.com>  
**Sent:** Monday, January 21, 2013 9:32 PM  
**To:** Dalton, Rick (DOT)  
**Subject:** Hwy 100

**A** Perhaps some of the congestion would be helped if people could turn into Minneapolis from 394 between downtown and highway 100. There is only Penn going N but not S. This is a very long urban stretch with no exits. Please consider that in your plans.

Sincerely,  
Mary McKelvey  
Minneapolis resident  
612-242-1902

Sent from my iPhone

**A:** New access along I-394 is not part of this project's purpose.

T.H. 100 EA Citizen Comment Letter 6: Thatcher Imboden	MnDOT Responses
<p><b>Dalton, Rick (DOT)</b></p> <hr/> <p><b>From:</b> Thatcher Imboden &lt;thatcher@ouruptown.com&gt;  <b>Sent:</b> Monday, January 21, 2013 8:12 PM  <b>To:</b> Dalton, Rick (DOT)  <b>Subject:</b> Highway 100 rebuild in SLP comments</p> <p>Mr. Dalton,  Please consider my feedback in the final design of e rebuild of Highway 100 in St Louis Park.</p> <p>I am supportive of the rebuild for safety reasons but feel:</p> <p><b>A</b> 1. The reconstruction of the railroad bridges should ensure there is ample space for future transit that is being planned in the corridor.  Particularly, it is my assumption that currently between the railroad bridges that carry both existing freight rail and bike trails that at least three rail tracks and a trail can coexist on the existing bridges. Given that it is an existing condition, MNDOT should be required to replace the ROW width with that level of capacity unless the ROW Owner (HCRRRA ) specifies a narrower design.</p> <p><b>B</b> 2. The bicycle trail currently benefits from an extra wide bridge that includes landscaping. The plans appear to indicate a bridge as wide as the trail. It is my view that the highway project is causing the reduced width. It is my view that the trail bridge should be rebuilt to a minimum of 16' width.</p> <p><b>C</b> 3. while for safety reasons I support this project, it is sad to see our highway heritage lost. The bridges and neighboring roadside rest areas are a part of Americana that is being lost as our infrastructure is rebuilt. Perhaps the highway could incorporate the historic name for this stretch, which I believe was Lilac Way. Please continue to support historic preservation of this area, as was done in 2001.</p> <p>Thank you,</p> <p>Thatcher Imboden  Minneapolis resident  <a href="mailto:Thatcher@ouruptown.com">Thatcher@ouruptown.com</a>  612-810-6642</p>	<p><b>A.</b> MnDOT continues to work with HCRRRA to develop solutions for this area.</p> <p><b>B.</b> The future bicycle trail width is yet to be determined.</p> <p><b>C.</b> MnDOT has initiated a visual quality process to determine the aesthetic features of the project that will be applied during the final design stage of construction. Regarding the historic aspect of this corridor, MnDOT and the Federal Highway Administration (FHWA) funded the 30-minute video "Highway 100 Lilac Drive," which discusses the history of T.H. 100. The video is available for viewing on Twin Cities Public Television (TPT) at <a href="http://www.tpt.org/?a=programs&amp;id=13648">http://www.tpt.org/?a=programs&amp;id=13648</a></p> <p>While it is not within MnDOT's jurisdiction to rename a highway, the cities along T.H. 100 would be likely contacts for such an effort.</p>

**T.H. 100 EA Citizen Comment Letter 7: Karen Waters**

**MnDOT Responses**

**Dalton, Rick (DOT)**

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**From:** Karen Waters <karendwaters@gmail.com>  
**Sent:** Tuesday, January 22, 2013 7:12 AM  
**To:** Dalton, Rick (DOT)  
**Subject:** Highway 100 -- overpass bridge sight lines -- Highway 7 and 36th Street/Wooddale Avenue are a failure of design

Dear Mr. Dalton:

A Please consider touring Highway 7 in St. Louis Park and try using the overpass exits from each direction (East and West bound Highway 7, North and South bound 36th Street/Wooddale Avenue) as the design is a failure in terms of driver visibility. Whoever did the math used the front of the car/vehicle for the sight line calculation, NOT the drivers' seat position -- so people are forced to creep forward to get a clear view past the bridge structure in order to make a safe turn. This of course can cause perilous conditions as speeders going Northbound or Southbound are trying to navigate the lane changes, not necessarily be on the lookout for creeping vehicles into the traffic lanes.

So, please, double check the calculations for sight lines on the new bridges for the Highway 100 reconstruction.

Thank you.

Best Regards,  
Karen Waters  
4111 Brookside Avenue  
St. Louis Park MN 55416  
952-929-0453

A. The intersection on T.H. 7 at 36<sup>th</sup> Street and Wooddale, referred to in this comment, is beyond the scope of this project, as the project limits are on T.H. 100 from Cedar Lake Road to 26<sup>th</sup> Street.

**T.H. 100 EA Citizen Comment Letter 8: Wendy Smith**

**MnDOT Responses**

**Dalton, Rick (DOT)**

**From:** Wendy Smith <spekt8@hotmail.com>  
**Sent:** Wednesday, January 23, 2013 4:15 PM  
**To:** Dalton, Rick (DOT)  
**Subject:** Hwy 100 Upgrade -- St. Louis Park

Hello!

Although I haven't yet seen materials for the proposed Hwy 100 upgrade project, I have one heart-felt comment to relay:

A As a life-long SLP resident, I prize the lilacs along the "Lilac Way." They have been a source of civic pride, but more dear to my heart, a resource whose natural beauty provides welcome respite in the midst of our go-go high-speed lives.

Now the final section of this major traffic corridor is about to be "improved," and while we acknowledge how desperately this is needed (long overdue, in fact!), the impact on the environment of removing the remaining plantings is beyond conventional measure.

For this reason, I urge highest priority be given to design that preserves and protects this legacy. Maintaining existing plantings qualifies as a sacred trust, to my way of thinking, so I support in principle whatever heroics are required to honor this obligation.

Thank you for your consideration!

Kind regards,

~~ Wendy Smith

A. Through MnDOT's visual quality process, a landscaping plan will be developed in conjunction with St. Louis Park city staff upon completion of the project. As stated in the EA (Item 31), the landscaping plan will include the re-planting of lilac shrubs at Webster Park and Historic Roadside Park.

T.H. 100 EA Citizen Comment Letter 9: John R. Olson

MnDOT Responses

**Dalton, Rick (DOT)**

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**From:** jrocnwr@juno.com  
**Sent:** Wednesday, January 23, 2013 11:22 PM  
**To:** Dalton, Rick (DOT)  
**Subject:** Comments re Hwy. 100

Thank-you for all your work on the Hwy. 100 stretch between 394 & 36th St.

A Growing up in St. Louis Park the last 54 yrs., I was happy to see that you've left the possibility of the rock garden/ornamental pool from the '30s to be saved, near the intersection of Mtka. Blvd. & Hwy 100. With the exit/entrance ramps gone, it can be restored and once again used.

I hope you'll advocate for this in your dealings with the City or County, as it's the legacy of the great contribution/guidance our State highway dept. gave us citizens with the beautification of the highway through roadside parks (c. WWII) along with providing transportation.

Sincerely yours, John R. Olson

A. The City of St. Louis Park's Historic Preservation Commission has reviewed this structure for its historic value. The Commission decided against preserving it; therefore, MnDOT has no obligation to it. However, MnDOT will put a note in the design plan to protect the structure with fencing, but there is not a commitment to retain it, as it lies within the proposed project's construction area within MnDOT right-of-way.





## **Appendix D**

**Minutes of the St. Louis Park City Council (Municipal Approval) (12/3/12)**

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**MINUTES OF THE ST. LOUIS PARK CITY COUNCIL  
MUNICIPAL APPROVAL**

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**1. Call to Order**

Mayor Pro Tem Sanger called the meeting to order at 7:35 p.m.

Councilmembers present: Mayor Pro Tem Susan Sanger, Steve Hallfin, Anne Mavity, Julia Ross, Sue Santa, and Jake Spano.

Councilmembers absent: Mayor Jeff Jacobs.

Staff present: City Manager (Mr. Harmening), City Attorney (Mr. Scott), Deputy City Manager/Director of Human Resources (Ms. Deno), Director of Public Works (Mr. Rardin), City Engineer (Mr. Brink), Engineering Project Manager (Mr. Olson), Controller (Mr. Swanson), Finance Supervisor (Mr. Heintz), City Assessor (Mr. Bultema), Commercial Appraiser (Ms. Nathanson), Utilities Superintendent (Mr. Anderson), Planning/Zoning Supervisor (Ms. McMonigal), Assistant Zoning Administrator (Mr. Morrison), Communications Coordinator (Mr. Zwilling), and Recording Secretary (Ms. Hughes).

Guests: Ms. April Crockett (Mn/DOT West Area Engineer) and Mr. Mark Dierling (SEH Consulting)

- 1a. Pledge of Allegiance
- 1b. Roll Call

**2. Presentations - None**

**3. Approval of Minutes**

**3a. Special Study Session Meeting Minutes November 5, 2012**

The minutes were approved as presented.

**3b. City Council Meeting Minutes November 5, 2012**

Councilmember Mavity requested that the second sentence of the third paragraph on page 8 be revised to state "She felt the City needs to be careful about setback requirements because each house has a different topography and the City may find itself in a situation where a well-placed beehive may have to be moved to a location that is not ideal and possibly worse for the bees and for the neighbors."

The minutes were approved as amended.

**3c. Study Session Meeting Minutes November 13, 2012**

Councilmember Santa requested that the first paragraph on page 4 be revised to state "Ms. Walsh stated that the Lenox model has some successful components but does not represent what the future will be for baby boomers adding if you set aside space for a specific age group that spaces does not get used a lot of the time. She stressed that the

*It was moved by Councilmember Santa, seconded by Councilmember Spano, to approve Second Reading and Adopt Ordinance No. 2427-12 Amending the St. Louis Park Ordinance Code Relating to Zoning by Amending Section 36-363.*

Mayor Pro Tem Sanger stated she opposed this amendment because she did not agree with the requirement to install glare packages only when new light fixtures are installed. She indicated some of those light fixtures could be up for another ten or fifteen years before being replaced and in the meantime, the glare from the lights makes some homes unusable. She stated she was not happy that the City was allowing lights to be on seven nights per week and it does not seem that the City is balancing the property rights of neighbors with the rights of those using the fields. She urged the City to require that light fixtures currently without a glare package be painted black to minimize glare.

*The motion passed 5-1 (Mayor Pro Tem Sanger opposed; Mayor Jacobs absent).*

**8c. Consider Municipal Consent Request for the Highway 100 Reconstruction Project. Resolution No. 12-177.**

Mr. Brink presented the staff report and stated that a public hearing was held on November 5<sup>th</sup> to consider Mn/DOT's request for municipal consent and several comments were received at that time. He stated the current Minnetonka Boulevard bridge layout provides a multi-lane roadway and a 4' wide striped shoulder on each side for a bike lane and a 10' multi-use trail on both sides of the road. He indicated Council desired to widen the bike lane to 5' and staff contacted the County and the County is willing to pay for half of the shoulder widening to 5'. He then introduced April Crockett, Mn/DOT engineer.

Councilmember Hallfin stated that Council previously discussed its willingness to pay for the widening of the bike lane and questioned whether the City should expand the bike lane to 5.5' given the County's willingness to pay for half of the widening to 5'. He added this would make the bike lane even safer and provide more useable space.

Councilmember Ross asked if it was possible to expand the bike lane to 5.5'.

Mr. Rardin stated that Mn/DOT has indicated the Minnetonka Boulevard bridge can be widened to accommodate up to 6' wide bike lanes.

Councilmember Mavity spoke in favor of widening the bike lanes to 5' with cost sharing from Hennepin County. She stated that even wider bike lanes would be nice but felt it was fiscally prudent to stick with the 5' bike lane, which is acceptable to the bikers who have been weighing in on this issue, and the 5' bike lane addresses most of Council's concerns in a fair way.

Councilmember Santa felt that Council should seriously consider increasing the bike lane to 5.5' or 6' if that width can be accommodated and if money is available for this.

Councilmember Spano requested clarification regarding the cost of widening the bike lane.

Mr. Harmening explained that the revised cost estimate to add one foot on each side of the bike lane is \$92,000 compared to the earlier estimate of \$125,000. He stated the

County has agreed to pay for half of the \$92,000 so the City's share is approximately \$45,000 to add one additional foot. He added if the City widens the bike lanes to 6' the City's cost would be another \$92,000 for a total of \$137,000 to construct a 6' wide striped shoulder on each side.

*It was moved by Councilmember Hallfin, seconded by Councilmember Mavity, to adopt Resolution No. 12-177 for Layout Approval – Highway 100 Reconstruction, as amended to accommodate 6' wide striped shoulders.*

Councilmember Mavity requested a friendly amendment to the motion that would cap the dollar amount paid for the widening of the shoulders.

Mr. Harmening advised that Mn/DOT has to design the bridge as instructed by the City and the actual cost of the widened shoulders will not be known until bids are taken.

Councilmember Mavity withdrew her friendly amendment.

Councilmember Ross agreed that the City should not exceed a set dollar amount for the striped shoulders and if the cost to construct 6' striped shoulders will be exceeded then the striped shoulders should be reduced to 5.5'.

Mr. Rardin clarified that the correct term is "striped shoulder" and the County has indicated it cannot support a designated "bike lane" on either side of the bridge.

Councilmember Ross requested confirmation that bikes can use the striped shoulder.

Mr. Rardin replied in the affirmative.

*The motion passed 6-0 (Mayor Jacobs absent).*

Mayor Pro Tem Sanger thanked Ms. Crockett for all her work on this project.

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**Appendix E**

**Public Hearing Transcript, St. Louis Park City Hall (1/8/13)**

**Printer's Affidavit of Publication  
with Copy of Legal Advertisement of Public Hearing (12/27/12)**

**Signed Certificate of Compliance (1/14/13)**

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**PUBLIC HEARING TRANSCRIPT**

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BEFORE THE DEPARTMENT OF TRANSPORTATION  
OF THE STATE OF MINNESOTA

In the Matter of TH 100 Public Open House/Hearing

MNDOT CONTRACT NO. 02873

St. Louis Park City Hall  
5005 Minnetonka Boulevard  
St. Louis Park, Minnesota 55426

Met, pursuant to notice, from 5:00 to 7:00 in  
the evening on January 8, 2013.

REPORTER: Julie A. Rixe

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(No members of the public appeared to  
speak.)

1 STATE OF MINNESOTA )

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3 COUNTY OF HENNEPIN )

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REPORTER'S CERTIFICATE

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I, Julie A. Rixe, do hereby certify

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that the above and foregoing transcript, consisting of

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the preceding two pages, is a correct transcript of

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my stenographic notes and is a full, true and complete

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transcript of the proceedings to the best of my

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ability.

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Dated January 10, 2013.

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JULIE A. RIXE

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Court Reporter

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<b>A</b>	<b>M</b>	two 3:11		
ability 3:14	Matter 1:5	<b>0</b>		
appeared 2:1	members 2:1	<b>02873</b> 1:7		
<b>B</b>	Met 1:19	<b>1</b>		
best 3:13	Minnesota 1:1	<b>10</b> 3:15		
Boulevard 1:16	1:16 3:1	<b>100</b> 1:5		
<b>C</b>	Minnetonka	<b>2</b>		
CERTIFICA...	1:16	<b>2013</b> 1:20 3:15		
3:7	MNDOT 1:7	<b>5</b>		
certify 3:9	<b>N</b>	<b>5:00</b> 1:19		
City 1:15	notes 3:12	<b>5005</b> 1:16		
complete 3:12	notice 1:19	<b>55426</b> 1:16		
consisting 3:10	<b>O</b>	<b>7</b>		
CONTRACT	Open 1:5	<b>7:00</b> 1:19		
1:7	<b>P</b>	<b>8</b>		
correct 3:11	pages 3:11	<b>8</b> 1:20		
COUNTY 3:3	Park 1:15,16			
Court 3:20	preceding 3:11			
<b>D</b>	proceedings			
Dated 3:15	3:13			
DEPARTME...	public 1:5 2:1			
1:1	pursuant 1:19			
<b>E</b>	<b>R</b>			
evening 1:20	Reporter 1:23			
<b>F</b>	3:20			
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full 3:12	3:7			
<b>H</b>	Rixe 1:23 3:9,19			
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HENNEPIN 3:3	speak 2:2			
House/Hearing	St 1:15,16			
1:5	STATE 1:1 3:1			
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Louis 1:15,16	3:11,13			
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	true 3:12			

**PRINTER'S AFFIDAVIT OF PUBLICATION  
WITH COPY OF LEGAL ADVERTISEMENT**

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www.MinnLocal.com



AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA )
COUNTY OF HENNEPIN )

Richard Hendrickson, being duly sworn on an oath, states or affirms that he is the Chief Financial Officer of the newspaper(s) known as St. Louis Park Sun-Sailor

and has full knowledge of the facts stated below:

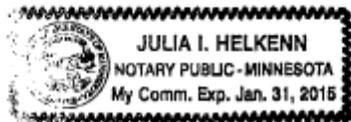
- (A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper as provided by Minn. Stat. §331A.02, §331A.07, and other applicable laws as amended.
(B) The printed public notice that is attached was published in said newspaper(s) once each week, for one successive week(s); it was first published on Thursday, the 27 day of December, 2012, and was thereafter printed and published on every Thursday to and including Thursday, the \_\_\_ day of \_\_\_, 2012; and printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of the notice:

abcdefghijklmnopqrstuvwxyz

BY: Richard Hendrickson CFO

Subscribed and sworn to or affirmed before me on this 27 day of December, 2012.

Julia I. Helkenn Notary Public



Public Notice

(Official Publication)

LEGAL ADVERTISEMENT: PUBLIC HEARING/OPEN HOUSE FORMAT on the ENVIRONMENTAL ASSESSMENT of Proposed Project in the City of St. Louis Park, Minnesota: Trunk Highway 100, Highway Reconstruction and Replacement of Four Bridges (SP 2734-33)

The Minnesota Department of Transportation (MnDOT) encourages the public to attend a public hearing (open-house format) for the proposed Trunk Highway 100 Reconstruction (S.P. 2734-33). The proposed project is located in the City of St. Louis Park, in Hennepin County, Minnesota. The public hearing will be held on Tuesday, January 8, 2013, from 5:00 to 7:00 p.m., in the Council Chambers of the St. Louis Park City Hall, 5005 Minnetonka Boulevard, St. Louis Park, Minnesota 55416.

The purpose of the public hearing/open house is to inform the public about the project and to encourage public comments and questions. Maps, drawings, and other pertinent information, including the Environmental Assessment (EA), will be available for public inspection. The EA documents the project's purpose and need, and anticipated social, economic, and environmental impacts. In addition, those in attendance will be able to discuss the project in an informal manner with MnDOT officials and submit written comments or present comments orally (to a recorder). All comments will become part of the official public hearing records and will be considered when making future project-related decisions.

The scope of the project includes reconstructing the T.H. 100 interchanges at Minnetonka Boulevard and at T.H. 7 / CSAH 25; replacing four bridges on T.H. 100; adding auxiliary lanes on T.H. 100; and repaving or replacing pavement.

This project includes realigning a paved trail that runs for approximately one-half mile north and south along the east side of T.H. 100 from the Toledo Street cul de sac (on the north, just south of Minnetonka Boulevard) to Salem Avenue on the south (near CSAH 25). The trail is a public recreational facility operated by the City of St. Louis Park. This use is subject to the U.S. Department of Transportation Act of 1986 (49 U.S.C. 303) and 23 U.S.C. 139. Section 4(f) of the Act defines procedures required for addressing impacts to recreational and other public lands that would result from federally-funded transportation projects. In addition, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act of 2005, Section 6008, allows for determinations that certain uses of Section 4(f) land will have no adverse effect (de minimis) on the protected resource. Section 6009(s) requires that a public notice and opportunity for review and comment be provided for projects that are determined to have de minimis impact. In consultation with MnDNR, the Minnesota Department of Transportation proposes a finding of de minimis impact to the Gateway Trail. After an evaluation of the impacts of an action upon Section 4(f) resources, a finding can be made.

It is anticipated that reconstruction efforts on T.H. 100 would not impede activities nor adversely affect features or attributes of the paved trail. Reconstruction would move the trail east of its current alignment. The south terminus would remain unchanged. The north terminus would remain at the cul de sac on Toledo, although the cul de sac itself would be relocated south of its existing location. The trail segment within the project area has no at-grade crossings, and the trail is offset beyond the clear zone of mainline T.H. 100. This taking is proposed as a Section 4(f) de minimis taking, such that adverse impacts to the paved trail would not result from the proposed project. Any comments received regarding this issue during the public comment period will be considered by the Federal Highway Administration in making its final Section 4(f) de minimis determination.

This project may impact wetlands and/or may encroach upon the 100-year floodplain. MnDOT requests information from anyone regarding identification of historical and cultural properties within the vicinity of the proposed project.

Copies of the Environmental Assessment are available for public viewing on the project web-site: http://www.dot.state.mn.us/metro/projects/hwy100slp/ and during business hours at the following locations:

Minnesota Department of Transportation, Metro District, Water's Edge Building Lobby, 1500 West County Road B2, Roseville, MN 55113;

Minnesota Department of Transportation Library, 395 John Ireland Boulevard, Saint Paul, MN 55155;

Hennepin County Library, St. Louis Park Branch, 3240 Library Lane, St. Louis Park, MN 55426;

Minneapolis Public Library, Technical & Science Division, Government Docs., 2nd Floor, 300 Nicollet Mall, Minneapolis, MN 55401-1992.

Comments on the EA draft can be mailed, prior to the close of the public comment period on January 23, 2013, to Rick Dalton, Environmental Coordinator, Minnesota Department of Transportation, Metro District, 1500 W. County Road B2, Roseville, MN 55113. Comments can also be sent by e-mail to: rick.dalton@state.mn.us

Questions about the project can be mailed to April Crockett, Project Manager, Minnesota Department of Transportation, Metro District, 1500 W. County Road B2, Roseville, MN 55113, or addressed by phone: (651) 234-7727; or by e-mail: april.crockett@state.mn.us

Accessibility and ASL: To request an ASL interpreter for the public hearing or for other reasonable accommodation, call Janet Miller at 651-366-4720 or 1-800-657-3774 (Greater Minnesota); 711 or 1-800-627-3529 (Minnesota Relay). You may also send an e-mail to janet.ree.miller@state.mn.us (Please make requests at least one week in advance).

Documents - Alternative Format: To request this document in an alternative format, call Bruce Lattu at 651-366-4718 or 1-800-657-3774 (Greater Minnesota); 711 or 1-800-627-3529 (Minnesota Relay). You may also send an e-mail to bruce.lattu@state.mn.us (Please make requests at least one week in advance).

Hearing Impaired: To reach any of the above numbers, hearing-impaired persons can call the Minnesota Relay Service toll free at 1-800-627-3529 (TTY, Voice, or ASL) or 711.

(Dec. 27, 2012) AS-PNOpenHouseHwy100

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**CERTIFICATE OF COMPLIANCE: PUBLIC HEARING HELD**

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STATE OF MINNESOTA  
DEPARTMENT OF TRANSPORTATION

..... CERTIFICATE OF COMPLIANCE.....

MINNESOTA PROJECT NO. \_\_\_\_\_ STATE PROJECT NO. 2734-33

TRUNK HIGHWAY NO. 100 OR LOCAL AGENCY ROUTE NO. \_\_\_\_\_  
(CSAH, MSAS, Other)

Being that section of the highway between West 36<sup>th</sup> Street and Cedar Lake Road,  
St. Louis Park, in Hennepin County,  
the State of Minnesota.

In conformance with the requirements of SECTION 128, TITLE 23, UNITED STATES CODE, the undersigned does hereby certify that

\_\_\_\_\_ the public has been afforded an opportunity for a public hearing, or

X a public hearing was held

and that consideration has been given to the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of such urban planning as has been promulgated by the community.

The public was advised of the

\_\_\_\_\_ objectives of such a hearing, the procedures for requesting a hearing, the deadline for the submission of such a request, or

X time, place, and objectives of the hearing

by notices published in news media having a general circulation within the area of said project. Affidavit(s) of such publication is (are) enclosed herewith.

\_\_\_\_\_ The deadline date for the submission of a request for a hearing was \_\_\_\_\_ 20 \_\_\_\_,  
or

X The hearing was held on January 8 2013 in St. Louis Park,  
Minnesota.  
(City, Township, Other)

Signed Scott L Z this 14<sup>th</sup> day of January 2013  
Mn/DOT District Engineer

OR

Signed \_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_ 20 \_\_\_\_  
Local Agency Title:

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**Appendix F**  
**Traffic Noise Analysis**  
**and**  
**Traffic Noise Analysis Attachments A-C**

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## Traffic Noise Analysis Summary

### Traffic Noise Analysis Summary

The Highway 100 Reconstruction Project would result in changes in future (year 2030) traffic noise levels compared to existing (year 2011) traffic noise levels. Changes from existing daytime traffic noise levels to future traffic noise levels under the Build Alternative are projected to range from -3.7 dBA to 6.4 dBA ( $L_{10}$ ). The future modeled daytime traffic noise levels along the project corridor are predicted to range from 56.8 dBA to 78.2 dBA ( $L_{10}$ ) under the Build Alternative. Modeled noise levels exceed State daytime standards ( $L_{10}$ ) at 432 of 702 modeled receptor locations with Build (2030) conditions. Modeled noise levels exceed State nighttime standards ( $L_{10}$ ) at 679 of 702 modeled receptor locations with Build (2030) conditions.

### Construction of Noise Barriers

Noise barriers were analyzed at locations along the Highway 100 Reconstruction Project corridor where modeled noise levels are projected to exceed State daytime or nighttime noise standards, approach or exceed Federal noise abatement criteria, or result in a substantial increase in noise levels (i.e., traffic noise level increase  $\geq 5$  dBA from existing levels to future levels under the Build Alternative). Noise barrier construction decisions are based on a study of feasibility and reasonableness. Noise barrier feasibility and reasonableness are described below.

#### *Noise Barrier Feasibility*

Noise barrier feasibility is determined based on a consideration of two factors: 1) acoustic feasibility and 2) engineering feasibility.

- **Acoustic feasibility:** For a noise barrier to be considered acoustically effective, it must achieve a noise reduction of at least 5 dBA at the impacted receptors for those receptors to be considered benefited by a noise barrier. Not every impacted receptor must receive this minimum 5 dBA reduction; however, at least one impacted receptor must meet the minimum 5 dBA reduction for a noise barrier to achieve acoustic feasibility.
- **Engineering feasibility:** Engineering feasibility addresses whether or not it is possible to design and construct a proposed noise abatement measure. A sample of potential constructability consideration includes safety, topography, drainage, utilities, and maintenance considerations. Engineering considerations are also taken into consideration in determining noise barrier height. MnDOT has established a maximum noise barrier height of 20 feet above the finished ground line at the noise barrier. In addition, MnDOT has established a maximum noise barrier height of 10 feet above the bridge deck when it is necessary for a noise barrier to be attached to a bridge structure.

#### *Noise Barrier Reasonableness*

Noise barrier reasonableness decisions are based on a consideration of three reasonableness factors: 1) noise reduction design goal, 2) cost effectiveness, and 3) the viewpoint of benefited residents and property owners.

- **Noise reduction design goal:** A minimum 7 dBA reduction must be achieved for at least one benefited receptor behind the noise barrier to meet noise reduction design goals.
- **Cost effectiveness:** To be considered cost-effective, the cost per individual benefited receptor (i.e., residence, commercial entity, industrial entity) should be equal to, or less

than \$43,500. In order to assess cost effectiveness, at least one benefited receptor behind the noise barrier must meet the noise reduction design goal described above. The following formula can be used to determine the cost-effectiveness of the barrier:

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The cost-effectiveness index is equal to the cost of the noise barrier<sup>1</sup> divided by the number of individual benefited receptors (i.e., residences, commercial entities, industrial entities) that are predicted to experience noise level reductions of 5 dBA or more. Only those receptors that experience a 5 dBA or greater decibel decrease are considered in this formula. The result is a cost per benefited receptor value (residence, commercial entity, or industrial entity represented by each modeled receptor). To be considered cost-effective, the cost per individual benefited receptor must be equal to or less than \$43,500 per receptor.

<sup>1</sup>The cost of a noise barrier is calculated using \$20 per square foot of barrier, based on historical data over the five year period from 2005-2010.

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There are several steps to assessing the cost-effectiveness of noise barriers. First, the cost-effective noise barrier height is determined for each segment of the project area, beginning with the evaluation of a 20-foot tall noise barrier (MnDOT maximum height; see discussion of engineering feasibility above). If a 20-foot-tall noise barrier achieves the noise reduction design goal, meets the cost-effectiveness criteria and is feasible, it would be proposed for construction. If the 20-foot-tall barrier does not meet the noise reduction design goal or cost-effectiveness criteria, then noise barrier heights less than 20 feet are studied. If a noise barrier height less than 20 feet achieves the noise reduction design goal, meets the cost-effectiveness criteria, and is feasible, it would then be proposed for construction.

- **Viewpoint of Benefited Residents and Owners.** The third criterion in determining noise barrier reasonableness is the viewpoint of benefited residents and property owners. A benefited property is defined as a receptor adjacent to a proposed noise abatement measure that receives a noise reduction equal to or greater than 5 dBA. If benefited residents and property owners indicate that a proposed noise barrier is not desired, then the noise barrier is removed from further consideration and would not be constructed with the project.

There are two steps in determining the desires of the benefited property owners and residents regarding the construction of proposed noise abatement measures. First, the viewpoint of benefited property owners and residents is solicited through a public involvement process, such as open house meetings, a project website, and direct mailing of a solicitation form. Second, the input received from benefited property owners and residents through this public involvement process is expressed in a vote that is weighted as follows:

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The owner of a benefited property immediately adjacent to the highway right of way for the proposed project (i.e., first-row properties) receives 4 points and the resident (owner

or renter) receives 2 points. The owner/resident of a benefited property receives a total of all 6 points.

The owner of a benefited property not immediately adjacent to the highway right of way for the proposed project (e.g. second-row properties, third-row properties) receives 2 points and the resident (owner or renter) receives 1 point. The owner/resident of a benefited property receives a total of all 3 points.

When there is no outdoor area of frequent human use associated with a benefited property, the owner of the benefited property receives a total of 4 points if the property is located immediately adjacent to the highway right of way (i.e., first-row properties). If the property is not immediately adjacent to the highway right of way (i.e. second-row properties, third-row properties), the owner of the benefited property receives a total of 2 points.

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Only those benefited property owners and residents, including individual units of multi-family residential buildings that are considered to be benefited receptors, regardless of floor location (e.g., first floor, second floor, etc.), have a vote according to the point system described above. Non-benefiting receptors do not receive points. A simple majority (greater than 50 percent) of all possible voting points for each of the proposed noise barriers must vote “down” the proposed abatement measure in order for it to be removed from further consideration.

#### *Noise Barrier Cost Effectiveness Results*

Six noise barriers were determined to be feasible based on preliminary design studies, meet MnDOT’s design reduction goal of at least 7 dBA at one benefited receptor behind each noise barrier; and meet MnDOT’s cost-effectiveness criteria of \$43,500/benefited receptor. Noise barrier cost-effectiveness results are described in detail in the traffic noise analysis report in Appendix C of the EA. The locations of the six proposed noise barriers are identified below.

- Barrier A2: West of Highway 100 between Park Ridge Apartments and an existing pedestrian bridge near 26<sup>th</sup> Street NW
- Barrier B (B1/B2): West of Highway 100 between existing pedestrian bridge near W 26<sup>th</sup> Street and Minnetonka Boulevard (with an opening in the noise barrier for the proposed slip ramp near West 26<sup>th</sup>/27<sup>th</sup> Street)
- Barrier C: West of Highway 100 between Minnetonka Boulevard and the proposed off-ramp to WB Highway 7
- Barrier E: East of Highway 100 between Stephens Drive and W 26<sup>th</sup> Street
- Barrier F: East of Highway 100 between the existing pedestrian bridge at W 26<sup>th</sup> Street and Minnetonka Boulevard
- Barrier G: East of Highway 100 between Minnetonka Boulevard and County Road 25

#### *Solicitation Results (Benefited Property Owners and Residents)*

Solicitation forms were mailed on October 1, 2012, to the benefited property owners and residents adjacent to the six proposed noise barriers. Sample solicitation forms for each of the proposed noise barriers are included as Attachment A. A total of 365 solicitation forms were mailed to benefited property owners and residents.

A Noise Advisory Committee (NAC) was formed consisting of neighborhood representatives to provide two-way communication between the community and project team. The committee goals were to provide greater understanding of the noise evaluation process, review noise analysis methodology and results, receive feedback from the neighborhood representatives, provide feedback to the City Council, and communicate project information to neighborhood residents. The NAC met four times throughout the project. In addition, public open house meetings for the proposed project were held on May 15, 2012 at the Saint Louis Park Senior High School and on October 24, 2012 at Saint Louis Park City Hall – Council Chambers. The meetings presented the preliminary design information and visualization materials on the proposed noise barriers. Solicitation forms and comments regarding the proposed noise barriers were received through Friday, December 28, 2012.

The results of the public involvement activities to solicit the viewpoints of the benefited residents and property owners for the six proposed noise barriers are described below. Voting results for each of the proposed noise barriers are summarized in Table 1 in Attachment A. Detailed voting results worksheets for each of the proposed barriers are tabulated in Attachment B. Voting results (e.g., “yes” votes and “no” votes) for each of the proposed noise barriers are also illustrated in Attachment C.

- **Barrier A2:** Barrier A2 is located along the west side of Highway 100 starting near the Park Ridge Apartments and heading south to an existing pedestrian bridge near 26<sup>th</sup> Street NW. One-hundred sixty-three (163) benefited receptors (including 17 units at the Park Ridge Apartments, 64 units at the Courtyard Apartments, and the Church of the Reformation) were identified adjacent to Barrier A2. The total number of possible voting points for Barrier A2 is 245, and the simple majority of possible voting points to vote down Barrier A2 is 123. Solicitation forms were received from 85 of the 163 benefited receptors. A total of 36 voting points were in favor of the proposed noise barrier. A total of 131 voting points were against construction of the proposed noise barrier.

A majority (53%) of voting points for benefited properties adjacent to Barrier A-2 indicated a preference of “No” to construction of a noise barrier along the west side of Highway 100 starting near the Park Ridge Apartments and heading south to the existing pedestrian bridge near 26<sup>th</sup> Street NW.

- **Barrier B (B1/B2):** Barrier B is located along the west side of Highway 100 starting at the existing pedestrian bridge near W 26<sup>th</sup> Street and heading south to near Minnetonka Boulevard. There is an opening in the noise barrier for the proposed slip ramp near West 26<sup>th</sup>/27<sup>th</sup> Street. Eighty (80) benefited receptors were identified adjacent to Barrier B. The total number of possible voting points for Barrier B is 231, and the simple majority of possible voting points to vote down Barrier B is 116. Solicitation forms were received from 48 of the 80 benefited receptors. A total of 88 voting points were in favor of the proposed noise barrier. A total of 51 voting points were against construction of the noise barrier.

A simple majority of possible voting points from benefited properties adjacent to Barrier B was not received to vote down the noise barrier, which is proposed for construction.

- **Barrier C:** Barrier C is located along the west side of Highway 100 starting approximately 650-feet south of Minnetonka Boulevard and heading south along Highway 100 eventually heading west along the proposed off-ramp from Highway 100 to westbound Highway 7. Twenty-four (24) benefited receptors (including 4 receptors representing the Groves Learning Center) were identified adjacent to Barrier C. The total number of possible voting points for Barrier C is 65, and the simple majority of possible voting points to vote down Barrier C is 33. Solicitation forms were received from 15 of the 24 benefited receptors. A total of 27 voting points were in favor of the proposed noise barrier. A total of 14 voting points were against construction of the noise barrier.

A simple majority of possible voting points from benefited properties adjacent to Barrier C was not received to vote down the noise barrier, which is proposed for construction.

- **Barrier E:** Barrier E is located along the east side of Highway 100 between Stephens Drive and W 26<sup>th</sup> Street. Ten (10) benefited receptors (including 9 receptors representing Benilde St. Margaret's School and 1 representing Beth El Synagogue) were identified adjacent to Barrier E. The total number of possible voting points for Barrier E is 20, and the simple majority of possible voting points to vote down Barrier E is 11. Solicitation forms were received from 9 of the 10 benefited receptors. A total of 18 voting points were against construction of the noise barrier.

A majority (90%) of voting points for benefited properties adjacent to Barrier E indicated a preference of "No" to construction of a noise barrier along the east side of Highway 100 between Stephens Drive and W 26<sup>th</sup> Street.

- **Barrier F:** Barrier F is located east of Highway 100 between W 26<sup>th</sup> Street and Minnetonka Boulevard. Sixty-nine (69) benefited receptors were identified adjacent to Barrier F. The total number of possible voting points for Barrier F is 257, and the simple majority of possible voting points to vote down Barrier F is 129. Solicitation forms were

received from 44 of the 69 benefited receptors. A total of 152 voting points were in favor of the proposed noise barrier. A total of 27 voting points were against construction of the noise barrier.

A majority (59%) of voting points for benefited properties adjacent to Barrier F indicated a preference of “Yes” to construction of a noise barrier along the east side of Highway 100 between W 26<sup>th</sup> Street and Minnetonka Boulevard.

- **Barrier G:** Barrier G is located east of Highway 100 between Minnetonka Boulevard and County Road 25. Nineteen (19) benefited receptors (including 12 representing the Saint Louis Park owned recreation trail) were identified adjacent to Barrier G. The total number of possible voting points for Barrier G is 66, and the simple majority of possible voting points to vote down Barrier G is 34. Solicitation forms were received from 5 of the 19 benefited receptors. A total of 6 voting points were in favor of the proposed noise barrier. A total of 6 voting points were against the proposed noise barrier.

A simple majority of possible voting points from benefited properties adjacent to Barrier G was not received to vote down the noise barrier, which is proposed for construction.

## Conclusions and Recommendations

### *Proposed Noise Barriers*

Based on the traffic noise studies completed to date, MnDOT intends to construct highway traffic noise abatement measures in the form of an approximately 20-foot high barrier at four locations along the project corridor. These four noise barriers are feasible, meet MnDOT’s design reduction goal of at least 7 dBA and cost-effectiveness criteria of \$43,500/benefited receptor, and are supported by adjacent benefited receptors.

- Barrier B (west side of Highway 100 between W 26<sup>th</sup> Street and Minnetonka Boulevard). This proposed barrier is approximately 2,628 feet long, consisting of a 485-foot long Barrier B1 that runs from the existing pedestrian bridge near W 26<sup>th</sup> Street and heads south along the proposed slip ramp and a 2,143-foot long Barrier B2 that runs from W 27 ½ St W heading south to Minnetonka Boulevard.
- Barrier C (west side of Highway 100 between Minnetonka Boulevard and Highway 7). This proposed barrier is approximately 2,099 feet long, and runs from a point approximately 650-south of Minnetonka Boulevard, heading south along Highway 100 eventually heading west along the proposed off-ramp from Highway 100 to westbound Highway 7.

- Barrier F (east of Highway 100 between W 26<sup>th</sup> Street and Minnetonka Boulevard). This proposed barrier is approximately 2,509 feet long, and runs from the pedestrian bridge near W 26<sup>th</sup> Street heading south along Highway 100 to approximately Minnetonka Boulevard.
- Barrier G (east of Highway 100 between Minnetonka Boulevard and Country Road 25). This proposed barrier is approximately 1,495 feet long, and runs from approximately Minnetonka Boulevard to approximately County Road 25.

#### *Not Proposed Noise Barriers*

- Barrier A-2 (west of Highway 100 between the Park Ridge Apartments and an existing pedestrian bridge near 26<sup>th</sup> Street NW). An approximately 20-foot high, 908-foot long noise barrier is feasible, meets MnDOT's noise reduction design goal of at least 7 dBA at one or more benefited receptor, and meets MnDOT's cost-effectiveness criteria of \$43,500/benefited receptor. A solicitation form was distributed to all benefited property owners and residents adjacent to this barrier to solicit their viewpoint, and voting points were tabulated. A majority (53%) of the total possible points responded "no" to this noise barrier. Therefore, Barrier A-2 will be eliminated from this project.
- Barrier E (east of Highway 100 between Stephens Drive and 26<sup>th</sup> Street). An approximately 20-foot high, 1,379-foot long noise barrier is feasible, meets MnDOT's noise reduction design goal of at least 7 dBA at one or more receptor, and meets MnDOT's cost-effectiveness criteria \$43,500/benefited receptor. A solicitation form was distributed to all benefited property owners and residents adjacent to this barrier to solicit their viewpoint, and voting points were tabulated. A majority (90%) of the total possible points responded "no" to this noise barrier. Therefore, Barrier E will be eliminated from this project.

#### *Statement of Likelihood*

The preliminary indications of likely abatement measures described above are based upon preliminary design. Final mitigation decisions will be subject to final design considerations. If it subsequently develops during final design that conditions have substantially changed, noise abatement measures may not be provided. Decisions to eliminate or substantially modify a noise abatement measure must be approved by MnDOT and the FHWA Minnesota Division Office. Affected benefited receptors and local officials will be notified of plans to eliminate or substantially modify a noise abatement measure prior to the completion of the final design process. This notification will explain changes in site conditions (if any), additional site information, any design changes implemented during the final design process, and an explanation of noise barrier feasibility and reasonableness.

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*ATTACHMENT A*

**TRAFFIC NOISE ANALYSIS  
PUBLIC INVOLVEMENT**

**Proposed Noise Barriers  
Voting Results Summary**

**TABLE 1  
VIEWPOINTS OF BENEFITED RESIDENTS AND OWNERS  
VOTING POINT RESULTS**

<b>Barrier (Location)</b>	<b>Total # of Benefited Receptors</b>	<b>Total Possible Points<sup>(1)</sup></b>	<b>Points For (Percent)</b>	<b>Points Against (Percent)</b>	<b>50% of Total Possible Points</b>	<b>Is Barrier Proposed? (Yes/No)</b>
Barrier A2 (west of Highway 100 from Park Ridge Apartments to an existing pedestrian bridge near 26 <sup>th</sup> Street) <sup>(2)</sup>	163	245	36 (15%)	131 (53%)	123	No
Barrier B (west of Highway 100 between 26 <sup>th</sup> Street and Minnetonka Boulevard) <sup>(3)</sup>	80	231	88 (38%)	51 (22%)	116	Yes
Barrier C (west of Highway 100 between Minnetonka Blvd and Highway 7) <sup>(4)</sup>	24	65	27 (42%)	14 (22%)	33	Yes
Barrier E (east of Highway 100 between Stephens Drive and 26 <sup>th</sup> Street) <sup>(5)</sup>	10	20	0 (0%)	18 (90%)	10	No
Barrier F (east of Highway 100 between 26 <sup>th</sup> Street and Minnetonka Boulevard) <sup>(6)</sup>	69	257	152 (59%)	27 (11%)	129	Yes
Barrier G (east of Highway 100 between Minnetonka Boulevard and County Road 25) <sup>(7)</sup>	19	66	6 (9%)	6 (9%)	33	Yes

<sup>(1)</sup> Total possible points based on number of benefited receptors (property owners, residents, or owner/residents) adjacent to the proposed noise barrier (noise reduction at or above MnDOT's minimum threshold of 5 dBA. See Attachment B for detailed voting point worksheets.

<sup>(2)</sup> The residents of 15 benefited apartment units (1 point each) at Park Ridge Apartments adjacent to Barrier A2 did not return the solicitation form. The residents of 63 benefited apartment units (1 point each) at the Courtyard Apartments adjacent to Barrier A2 did not return the solicitation form.

<sup>(3)</sup> Thirty (30) owner/residents (3 points each) and 2 residents (1 point each) did not return the solicitation form.

<sup>(4)</sup> Seven (7) owner/residents (3 points each), 1 owner (2 points each), and 1 resident (1 point each) did not return the solicitation form.

<sup>(5)</sup> One (1) owner (Beth El Synagogue, 2 points) did not return the solicitation form.

<sup>(6)</sup> Three (3) owner/residents (6 points each), 18 owner/residents (3 points each), 1 owner (2 points each), 1 resident (2 points each), and 2 residents (1 point each) did not return the solicitation form.

<sup>(7)</sup> Twelve (12) owners (St. Louis Park, Parks Department, 4 points each) and 2 owner/residents (3 points each) did not return the solicitation form.

*ATTACHMENT B*

**TRAFFIC NOISE ANALYSIS  
PUBLIC INVOLVEMENT – SOLICITATION RESULTS**

**Benefited Receptor Voting Results Worksheets**

**NOISE BARRIER A-2 – PUBLIC INVOLVEMENT WORKSHEET  
BENEFITED RECEPTOR VOTING POINT RESULTS**

**Highway: 100 (west side)**

**From: Park Ridge Apartments  
To: Pedestrian Bridge**

**Barrier Length: 908 feet  
Barrier Height: 20 feet**

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
4	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #111	2480 Highway 100 S	St. Louis Park	MN	55416
5	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #109	2480 Highway 100 S	St. Louis Park	MN	55416
10	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #112	2480 Highway 100 S	St. Louis Park	MN	55416
11	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #110	2480 Highway 100 S	St. Louis Park	MN	55416
12	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		Yes	1	1	--	Apartment #108	2480 Highway 100 S	St. Louis Park	MN	55416
13	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #106	2480 Highway 100 S	St. Louis Park	MN	55416
14	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #131	2480 Highway 100 S	St. Louis Park	MN	55416
15	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #129	2480 Highway 100 S	St. Louis Park	MN	55416
16	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #127	2480 Highway 100 S	St. Louis Park	MN	55416
17	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #125	2480 Highway 100 S	St. Louis Park	MN	55416
18	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #132	2480 Highway 100 S	St. Louis Park	MN	55416
19	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #130	2480 Highway 100 S	St. Louis Park	MN	55416

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
20	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		No	1	--	1	Apartment 128 (Carol Brockman)	2480 Highway 100 S	St. Louis Park	MN	55416
21	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #126	2480 Highway 100 S	St. Louis Park	MN	55416
22	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #124	2480 Highway 100 S	St. Louis Park	MN	55416
23	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #122	2480 Highway 100 S	St. Louis Park	MN	55416
24	Owner	No	Yes	2	2	--	At Home Apartments LLC (Park Ridge Apartments)	616 Lincoln Ave. S	St. Paul	MN	55102
	Resident		(NOTE 1)	1	--	--	Apartment #120	2480 Highway 100 S	St. Louis Park	MN	55416
25-1	Owner	No	NNR	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 211	2528 State Hwy 100 S	St. Louis Park	MN	55416
25-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 221	2528 State Hwy 100 S	St. Louis Park	MN	55416
25-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 231	2528 State Hwy 100 S	St. Louis Park	MN	55416
26-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 216	2528 State Hwy 100 S	St. Louis Park	MN	55416
26-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 226	2528 State Hwy 100 S	St. Louis Park	MN	55416
26-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 236	2528 State Hwy 100 S	St. Louis Park	MN	55416
27-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 113	2526 State Hwy 100 S	St. Louis Park	MN	55416
27-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 123	2526 State Hwy 100 S	St. Louis Park	MN	55416
27-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 133	2526 State Hwy 100 S	St. Louis Park	MN	55416

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
28-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		Yes	1	1	--	Apartment 112 (Zaiga Siktars)	2526 State Hwy 100 S	St. Louis Park	MN	55416
28-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 122	2526 State Hwy 100 S	St. Louis Park	MN	55416
28-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 132	2526 State Hwy 100 S	St. Louis Park	MN	55416
29-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 111	2526 State Hwy 100 S	St. Louis Park	MN	55416
29-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 121	2526 State Hwy 100 S	St. Louis Park	MN	55416
29-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 131	2526 State Hwy 100 S	St. Louis Park	MN	55416
30-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 116	2526 State Hwy 100 S	St. Louis Park	MN	55416
30-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 126	2526 State Hwy 100 S	St. Louis Park	MN	55416
30-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 136	2526 State Hwy 100 S	St. Louis Park	MN	55416
31-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Rental Office	2524 State Hwy 100 S	St. Louis Park	MN	55416
31-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 1021	2524 State Hwy 100 S	St. Louis Park	MN	55416
31-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment - 1031	2524 State Hwy 100 S	St. Louis Park	MN	55416
32-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Rental Office	2524 State Hwy 100 S	St. Louis Park	MN	55416
32-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 1024	2524 State Hwy 100 S	St. Louis Park	MN	55416

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
33-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 911	2522 State Hwy 100 S	St. Louis Park	MN	55416
33-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 921	2522 State Hwy 100 S	St. Louis Park	MN	55416
34-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 914	2522 State Hwy 100 S	St. Louis Park	MN	55416
35-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 816	2520 State Hwy 100 S	St. Louis Park	MN	55416
36-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 815	2520 State Hwy 100 S	St. Louis Park	MN	55416
37-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 212	2528 State Hwy 100 S	St. Louis Park	MN	55416
37-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 222	2528 State Hwy 100 S	St. Louis Park	MN	55416
37-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 232	2528 State Hwy 100 S	St. Louis Park	MN	55416
38-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 213	2528 State Hwy 100 S	St. Louis Park	MN	55416
38-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 223	2528 State Hwy 100 S	St. Louis Park	MN	55416
38-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 233	2528 State Hwy 100 S	St. Louis Park	MN	55416
39-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 311	2510 State Hwy 100 S	St. Louis Park	MN	55416
39-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 321	2510 State Hwy 100 S	St. Louis Park	MN	55416
39-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 331	2510 State Hwy 100 S	St. Louis Park	MN	55416

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
40-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 314	2510 State Hwy 100 S	St. Louis Park	MN	55416
40-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 324	2510 State Hwy 100 S	St. Louis Park	MN	55416
40-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 334	2510 State Hwy 100 S	St. Louis Park	MN	55416
41-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 315	2510 State Hwy 100 S	St. Louis Park	MN	55416
41-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 325	2510 State Hwy 100 S	St. Louis Park	MN	55416
41-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 335	2510 State Hwy 100 S	St. Louis Park	MN	55416
42-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 316	2510 State Hwy 100 S	St. Louis Park	MN	55416
42-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 326	2510 State Hwy 100 S	St. Louis Park	MN	55416
42-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 336	2510 State Hwy 100 S	St. Louis Park	MN	55416
43-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 411	2512 State Hwy 100 S	St. Louis Park	MN	55416
43-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 421	2512 State Hwy 100 S	St. Louis Park	MN	55416
43-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 431	2512 State Hwy 100 S	St. Louis Park	MN	55416
44-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 414	2512 State Hwy 100 S	St. Louis Park	MN	55416
44-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 424	2512 State Hwy 100 S	St. Louis Park	MN	55416

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
44-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 434	2512 State Hwy 100 S	St. Louis Park	MN	55416
45-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 511	2514 State Hwy 100 S	St. Louis Park	MN	55416
45-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 521	2514 State Hwy 100 S	St. Louis Park	MN	55416
45-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 531	2514 State Hwy 100 S	St. Louis Park	MN	55416
46-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 514	2514 State Hwy 100 S	St. Louis Park	MN	55416
46-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 524	2514 State Hwy 100 S	St. Louis Park	MN	55416
46-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 534	2514 State Hwy 100 S	St. Louis Park	MN	55416
47-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 611	2516 State Hwy 100 S	St. Louis Park	MN	55416
47-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 621	2516 State Hwy 100 S	St. Louis Park	MN	55416
47-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 631	2516 State Hwy 100 S	St. Louis Park	MN	55416
48-1	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 612	2516 State Hwy 100 S	St. Louis Park	MN	55416
48-2	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 622	2516 State Hwy 100 S	St. Louis Park	MN	55416
48-3	Owner	No	No	2	--	2	Goldmark Property Management (Courtyard Apartments)	7901 Xerxes #100	Bloomington	MN	55431
	Resident		(NOTE 1)	1	--	--	Apartment 632	2516 State Hwy 100 S	St. Louis Park	MN	55416
49	Owner	No	No	2	--	2	Church of the Reformation	2544 State Hwy 100 S	St. Louis Park	MN	55416

**TOTAL:** 245 36 131

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
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NOTE 1: No response

PERCENTAGE:

15%

53%

**NOISE BARRIER B – PUBLIC INVOLVEMENT WORKSHEET  
BENEFITED RECEPTOR VOTING POINT RESULTS**

**Highway: 100 (west side)  
feet**

**From: Pedestrian Bridge**

**Barrier Length: 2,628**

**To: Minnetonka Boulevard**

**Barrier Height: 20 feet**

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
50	Owner/Resident	No	(NOTE 1)	3	--	--	ALAN G KROGH	2600 UTICA AVE S	St. Louis Park	MN	55416
51	Owner/Resident	No	(NOTE 1)	3	--	--	CHEN BENG & MEE HEIN CHONG	2604 UTICA AVE S	St. Louis Park	MN	55416
52	Owner/Resident	No	No	3	--	3	DANIEL & FRANCIA MIDDLETON	2610 UTICA AVE S	St. Louis Park	MN	55416
53	Owner/Resident	No	Yes	3	3	--	MATTHEW S BRUE	2616 UTICA AVE S	St. Louis Park	MN	55416
54	Owner/Resident	No	(NOTE 1)	3	--	--	KATHRYN E SWEET	2620 UTICA AVE S	St. Louis Park	MN	55416
55	Owner/Resident	No	(NOTE 1)	3	--	--	ERIC TROIDL	2624 UTICA AVE S	St. Louis Park	MN	55416
56	Owner/Resident	No	Yes	3	3	--	LEE D CARLSON	2631 VERNON AVE S	St. Louis Park	MN	55416
57	Owner/Resident	No	(NOTE 1)	3	--	--	FEDERAL NATL MORTGAGE ASSN	PO BOX 650043	Dallas	TX	75265
58	Owner	No	Yes	2	2	--	JONATHON & MEGAN PAUL	2735 SIMONS DR	Chaska	MN	55318
	Resident		(NOTE 1)	1	--	--	Property Resident	2643 Vernon Ave. S	St. Louis Park	MN	55416
59	Owner/Resident	No	(NOTE 1)	3	--	--	STEVEN W ELLIS	2645 VERNON AVE S	St. Louis Park	MN	55416
60	Owner/Resident	No	(NOTE 1)	3	--	--	ROBERT E THORN JR	2647 VERNON AVE S	St. Louis Park	MN	55416
61	Owner/Resident	No	Yes	3	3	--	LEROY D PIETZ	2651 VERNON AVE SO	St. Louis Park	MN	55416
62	Owner/Resident	No	(NOTE 1)	3	--	--	STEPHEN M GUFFAN	2655 VERNON AVE	St. Louis Park	MN	55416
63	Owner/Resident	No	(NOTE 1)	3	--	--	SHANNON K & MARK R KLAERS	2700 UTICA AVE S	St. Louis Park	MN	55416
64	Owner/Resident	No	No	3	--	3	JAMES J HOLZER	2708 UTICA AVE SO	St. Louis Park	MN	55416
65	Owner/Resident	No	Yes	3	3	--	DOUGLAS G BUTLER	2712 UTICA AVE S	St. Louis Park	MN	55416
66	Owner/Resident	No	No	3	--	3	DAVID A GISVOLD	2716 UTICA AVE S	St. Louis Park	MN	55416
67	Owner/Resident	No	No	3	--	3	MICHAEL & KATHY SCHREINER	2720 UTICA AVE S	St. Louis Park	MN	55416
68	Owner/Resident	No	(NOTE 1)	3	--	--	A SCHERBRING & S BIGGERSTAFF	2724 UTICA AVE S	St. Louis Park	MN	55416
69	Owner/Resident	No	No	3	--	3	BONNIE L BROWN	2728 UTICA AVE S	St. Louis Park	MN	55416
70	Owner/Resident	No	(NOTE 1)	3	--	--	CHRISTOPHER & ANDREA STORLIE	2732 UTICA AVE S	St. Louis Park	MN	55416
71	Owner/Resident	No	Yes	3	3	--	KELLY COFFEY & Joel Peterson	2738 UTICA AVE S	St. Louis Park	MN	55416
72	Owner/Resident	No	Yes	3	3	--	G W FRIES	2742 UTICA AVE S	St. Louis Park	MN	55416

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
73	Owner/Resident	No	Yes	3	3	--	KIRK A RUSSELL	2750 UTICA AVE S	St. Louis Park	MN	55416
74	Owner/Resident	No	(NOTE 1)	3	--	--	LAURA T DEGEN	2758 UTICA AVE S	St. Louis Park	MN	55416
75	Owner/Resident	No	No	3	--	3	JACK WALTER MOSKOWITZ	2764 UTICA AVE SO	St. Louis Park	MN	55416
76	Owner/Resident	No	Yes	3	3	--	JOHN ADAMS	2768 UTICA AVE	St. Louis Park	MN	55416
77	Owner/Resident	No	No	3	--	3	RHODA SUE TOLES	2772 UTICA AVE S	St. Louis Park	MN	55416
78	Owner/Resident	No	No	3	--	3	DONALD K & CAROL I BECKER	2780 UTICA AVE S	St. Louis Park	MN	55416
79	Owner/Resident	No	No	3	--	3	Heidi Dick	2788 UTICA AVE S	St. Louis Park	MN	55416
80	Owner/Resident	No	(NOTE 1)	3	--	--	DOUGLAS LOFGREN/JULIE FIRTH	2701 VERNON AVE S	St. Louis Park	MN	55416
81	Owner/Resident	No	(NOTE 1)	3	--	--	GLENDA M BRANDT	2709 VERNON AVE S	St. Louis Park	MN	55416
82	Owner/Resident	No	(NOTE 1)	3	--	--	D M BIRKHOLZ & E C DIETSCHKE	2713 VERNON AVE S	St. Louis Park	MN	55416
83	Owner/Resident	No	Yes	3	3	--	GREGORY E JOHNSON & Michelle Carlson	2717 VERNON AVE S	St. Louis Park	MN	55416
84	Owner/Resident	No	Yes	3	3	--	TERESA M MEDINA	2725 VERNON AVE S	St. Louis Park	MN	55416
85	Owner/Resident	No	(NOTE 1)	3	--	--	SUSAN LYNN KELLER	2729 VERNON AVE S	St. Louis Park	MN	55416
86	Owner/Resident	No	(NOTE 1)	3	--	--	CURTIS D BARLAGE	2733 VERNON AVE S	St. Louis Park	MN	55416
87	Owner/Resident	No	Yes	3	3	--	D F KAHL & J E STAFFORD	2737 VERNON AVE S	St. Louis Park	MN	55416
88	Owner/Resident	No	(NOTE 1)	3	--	--	JANICE DICKMAN	2745 VERNON AVE S	St. Louis Park	MN	55416
89	Owner/Resident	No	Yes	3	3	--	NORMAN & MARIAN PUGH	2749 VERNON AVE S	St. Louis Park	MN	55416
90	Owner/Resident	No	(NOTE 1)	3	--	--	WAYNE W ANDERSON	2753 VERNON AVE S	St. Louis Park	MN	55416
91	Owner/Resident	No	(NOTE 1)	3	--	--	ERIC J BAUMANN	2757 VERNON AVE S	St. Louis Park	MN	55416
92	Owner/Resident	No	No	3	--	3	DENNIS BEGLEY	2765 VERNON AVE S	St. Louis Park	MN	55416
93	Owner/Resident	No	(NOTE 1)	3	--	--	S M KREITZER & M J NIELING	2769 VERNON AVE S	St. Louis Park	MN	55416
94	Owner/Resident	No	No	3	--	3	DEBRA SUE GOTTESMAN	2773 VERNON AVE S	St. Louis Park	MN	55416
95	Owner/Resident	No	Yes	3	3	--	TIM A & ANN E SCHNEIDER	2777 VERNON AVE S	St. Louis Park	MN	55416
96	Owner/Resident	No	(NOTE 1)	3	--	--	STEVEN J SHUSTER	2785 VERNON AVE S	St. Louis Park	MN	55416
97	Owner/Resident	No	Yes	3	3	--	SUSAN M WEBER	2800 UTICA AVE S	St. Louis Park	MN	55416
98	Owner/Resident	No	No	3	--	3	JOHN T KARAS	2804 UTICA AVE S	St. Louis Park	MN	55416
99	Owner/Resident	No	No	3	--	3	DONALD H & BARBARA J BULFER	2808 UTICA AVE S	St. Louis Park	MN	55416
100	Owner/Resident	No	No	3	--	3	ZACHARY MOORE/SALLY STEWART	2816 UTICA AVE S	St. Louis Park	MN	55416
101	Owner/Resident	No	No	3	--	3	ANN BLUMBERG	2824 UTICA AVE S	St. Louis Park	MN	55416

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
102	Owner/Resident	No	No	3	--	3	DOUGLAS ANDERSON	2832 UTICA AVE	St. Louis Park	MN	55416
103	Owner/Resident	No	Yes	3	3	--	PAULA MADSEN & PETER MADSEN	2840 UTICA AVE S	St. Louis Park	MN	55416
104	Owner/Resident	No	Yes	3	3	--	KENNETH W WALLIN	2848 UTICA AVE S	St. Louis Park	MN	55416
105	Owner/Resident	No	Yes	3	3	--	BRADEN MCRAE BEAM	2856 UTICA AVE S	St. Louis Park	MN	55416
106	Owner/Resident	No	Yes	3	3	--	PATRICIA BETLACH	2900 UTICA AVE S	St. Louis Park	MN	55416
107	Owner/Resident	No	(NOTE 1)	3	--	--	A FRANCES THORNE	2910 UTICA AVE	St. Louis Park	MN	55416
108	Owner/Resident	No	Yes	3	3	--	Doyle and Dana Piper	2918 UTICA AVE S	St. Louis Park	MN	55416
109	Owner/Resident	No	(NOTE 1)	3	--	--	FRED WALDER	2926 UTICA AVE S	St. Louis Park	MN	55416
110	Owner/Resident	No	No	3	--	3	BARBARA A HEINZ	2801 VERNON AVE S	St. Louis Park	MN	55416
111	Owner/Resident	No	Yes	3	3	--	CHRISTOPHER & ANGELA NELSON	2831 VERNON AVE SO	St. Louis Park	MN	55416
112	Owner/Resident	No	(NOTE 1)	3	--	--	ADAM & MELANIE HUHTA	2835 VERNON AVE S	St. Louis Park	MN	55416
113	Owner/Resident	No	Yes	3	3	--	THERESA L KANE	2841 VERNON AVE S	St. Louis Park	MN	55416
114	Owner/Resident	No	(NOTE 1)	3	--	--	KIMBERLY A SINKIE	2845 VERNON AVE S	St. Louis Park	MN	55416
115	Owner/Resident	No	(NOTE 1)	3	--	--	MEL B BUSH	2851 VERNON AV	St. Louis Park	MN	55416
116	Owner/Resident	No	Yes	3	3	--	DANIEL J GLADEN	2901 VERNON AVE S	St. Louis Park	MN	55416
117	Owner/Resident	No	(NOTE 1)	3	--	--	PATRICIA A MCPHERSON	2907 VERNON AVE S	St. Louis Park	MN	55416
118	Owner/Resident	No	(NOTE 1)	3	--	--	MICHAEL D & LYDIA ROYER	2913 VERNON AVE S	St. Louis Park	MN	55416
119	Owner/Resident	No	Yes	3	3	--	JON A & JEAN C OLSON	2919 VERNON AVE S	St. Louis Park	MN	55416
120	Owner/Resident	No	Yes	3	3	--	Astein K. Osei	2925 VERNON AVE S	St. Louis Park	MN	55416
121	Owner/Resident	No	Yes	3	3	--	CLAUDIA S OXLEY	2931 VERNON AVE S	St. Louis Park	MN	55416
122	Owner/Resident	No	(NOTE 1)	3	--	--	BRIDGET E BREWER	2937 VERNON AVE S	St. Louis Park	MN	55416
123	Owner/Resident	No	Yes	3	3	--	EUGENE D LAHAMMER	2943 VERNON AVE	St. Louis Park	MN	55416
124	Owner/Resident	No	Yes	3	3	--	RICHARD D THIES	2949 VERNON AVE S	St. Louis Park	MN	55416
125	Owner	No	Yes	2	2	--	Don and Patricia Janke	2957 Vernon Ave S	St. Louis Park	MN	55416
	Resident		(NOTE 1)	1	--	--	Resident	2955 Vernon Ave S	St. Louis Park	MN	55416
126	Owner	No	Yes	2	2	--	Don and Patricia Janke	2957 Vernon Ave S	St. Louis Park	MN	55416
	Resident		Yes	1	1	--	Don and Patricia Janke	2957 Vernon Ave S	St. Louis Park	MN	55416

**TOTAL:** 231 88 51

**PERCENTAGE:** 38% 22%

NOTE 1: No response

**NOISE BARRIER C – PUBLIC INVOLVEMENT WORKSHEET  
BENEFITED RECEPTOR VOTING POINT RESULTS**

**Highway: 100 (west side)  
feet**

**From: Minnetonka Boulevard**

**Barrier Length: 2,099**

**To: Highway 7**

**Barrier Height: 20 feet**

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
138	Owner	No	No	2	--	2	The Groves Learning Center	3200 State Hwy 100 S	St. Louis Park	MN	55416
139	Owner	No	No	2	--	2	The Groves Learning Center	3200 State Hwy 100 S	St. Louis Park	MN	55416
140	Owner	No	No	2	--	2	The Groves Learning Center	3200 State Hwy 100 S	St. Louis Park	MN	55416
141	Owner	No	No	2	--	2	The Groves Learning Center	3200 State Hwy 100 S	St. Louis Park	MN	55416
154	Owner/Resident	No	Yes	3	3	--	JOHN C HALL & MOLLY M GEIER	3217 WEBSTER AVE S	St. Louis Park	MN	55416
155	Owner/Resident	No	(NOTE 1)	3	--	--	R I DOHERTY & K A KELLEY	3225 WEBSTER AVE S	St. Louis Park	MN	55416
156	Owner/Resident	No	Yes	3	3	--	MICHAEL J FERN	3231 WEBSTER AVE S	St. Louis Park	MN	55416
157	Owner/Resident	No	No	3	--	3	JUDITH E GRAHAM	3235 WEBSTER AVE SO	St. Louis Park	MN	55416
158	Owner/Resident	No	(NOTE 1)	3	--	--	MARILYN J BEE & TRACY J BEE	3241 WEBSTER AVE S	St. Louis Park	MN	55416
159	Owner/Resident	No	Yes	3	3	--	WILLIAM BRUCE TEPLEY	3253 WEBSTER AVE	St. Louis Park	MN	55416
160	Owner/Resident	No	Yes	3	3	--	LAWRENCE C SCHAEFER	3265 WEBSTER AVE S	St. Louis Park	MN	55416
161	Owner/Resident	No	Yes	3	3	--	KATHYRN Payne	3273 WEBSTER AVE S	St. Louis Park	MN	55416
164	Owner/Resident	No	(NOTE 1)	3	--	--	ELFRIEDE JOHANNA HAEGER	3304 WEBSTER AVE S	St. Louis Park	MN	55416
165	Owner/Resident	No	No	3	--	3	BRIAN TRIETHART	3308 WEBSTER AVE S	St. Louis Park	MN	55416
166	Owner/Resident	No	(NOTE 1)	3	--	--	TINA D DEHN	3312 WEBSTER AVE S	St. Louis Park	MN	55416
167	Owner/Resident	No	(NOTE 1)	3	--	--	BRADLEY R GENADEK	3320 WEBSTER AVE S	St. Louis Park	MN	55416
168	Owner/Resident	No	Yes	3	3	--	LORRE K THOMPSON	3324 WEBSTER AVE S	St. Louis Park	MN	55416
169	Owner/Resident	No	Yes	3	3	--	DANIEL RUUD & LUANNE RUUD	3332 WEBSTER AVE S	St. Louis Park	MN	55416
170	Owner/Resident	No	Yes	3	3	--	SCOTT MILLER	3336 WEBSTER AVE S	St. Louis Park	MN	55416
171	Owner/Resident	No	Yes	3	3	--	DANIEL T KJORSVIK	3340 WEBSTER AVE S	St. Louis Park	MN	55416
172	Owner	No	(NOTE 1)	2	--	--	JACK & LAUREEN BLEET	17100 CREEK RIDGE PASS	Minnetonka	MN	55345
	Resident	No	(NOTE 1)	1	--	--	Resident	3344 WEBSTER AVE S	St. Louis Park	MN	55416
173	Owner/Resident	No	(NOTE 1)	3	--	--	MICHAEL R BURCUSA	3350 WEBSTER AVE S	St. Louis Park	MN	55416
179	Owner/Resident	No	(NOTE 1)	3	--	--	MATTHEW SIMONDET	3329 XENWOOD AVE S	St. Louis Park	MN	55416

<b>TOTAL:</b>	65	27	14
<b>PERCENTAGE:</b>		42%	22%

*NOTE 1: No response*

**NOISE BARRIER E – PUBLIC INVOLVEMENT WORKSHEET  
BENEFITED RECEPTOR VOTING POINT RESULTS**

**Highway: 100 (east side)  
feet**

**From: Stephens Drive**

**Barrier Length: 1,379**

**To: Pedestrian Bridge**

**Barrier Height: 15 feet**

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
265	Owner	No	No	2	--	2	Benilde St. Margarets School	2501 State Highway 100 S	St Louis Park	MN	55416
266	Owner	No	No	2	--	2	Benilde St. Margarets School	2501 State Highway 100 S	St Louis Park	MN	55416
267	Owner	No	No	2	--	2	Benilde St. Margarets School	2501 State Highway 100 S	St Louis Park	MN	55416
268	Owner	No	No	2	--	2	Benilde St. Margarets School	2501 State Highway 100 S	St Louis Park	MN	55416
269	Owner	No	No	2	--	2	Benilde St. Margarets School	2501 State Highway 100 S	St Louis Park	MN	55416
270	Owner	No	No	2	--	2	Benilde St. Margarets School	2501 State Highway 100 S	St Louis Park	MN	55416
271	Owner	No	No	2	--	2	Benilde St. Margarets School	2501 State Highway 100 S	St Louis Park	MN	55416
272	Owner	No	No	2	--	2	Benilde St. Margarets School	2501 State Highway 100 S	St Louis Park	MN	55416
273	Owner	No	No	2	--	2	Benilde St. Margarets School	2501 State Highway 100 S	St Louis Park	MN	55416
274	Owner	No	(NOTE 1)	2	--	--	Beth El Synagogue	5224 26th Street W	St Louis Park	MN	55416

**TOTAL:** 20 0 18

NOTE 1: No response

**PERCENTAGE:** 0% 90%

**NOISE BARRIER F – PUBLIC INVOLVEMENT WORKSHEET  
BENEFITED RECEPTOR VOTING POINT RESULTS**

**Highway: 100 (east side)  
feet**

**From: Pedestrian Bridge**

**Barrier Length: 2,509**

**To: Minnetonka Boulevard**

**Barrier Height: 20 feet**

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
277	Owner/Resident	Yes	No	6	--	6	ANITA M PETERSEN	2612 TOLEDO AVE S	St. Louis Park	MN	55416
278	Owner/Resident	Yes	Yes	6	6	--	JAMES M THOMAS	2616 TOLEDO AVE SO	St. Louis Park	MN	55416
279	Owner/Resident	Yes	Yes	6	6	--	ANNE J DHIR	2620 TOLEDO AVE SO	St. Louis Park	MN	55416
280	Owner/Resident	Yes	Yes	6	6	--	J D SMITH	2624 TOLEDO AV S	St. Louis Park	MN	55416
281	Owner/Resident	Yes	Yes	6	6	--	FREDERICK & BARBARA SELLGREN	2632 TOLEDO AVE S	St. Louis Park	MN	55416
282	Owner/Resident	Yes	Yes	6	6	--	JULIE A GLYNN	2636 TOLEDO AVE S	St. Louis Park	MN	55416
283	Owner/Resident	Yes	Yes	6	6	--	DEAN E MONTRAY	2644 TOLEDO AVE S	St. Louis Park	MN	55416
284	Owner/Resident	Yes	(NOTE 1)	6	--	--	T B SKATRUD & E A GILDERHUS	2648 TOLEDO AVE S	St. Louis Park	MN	55416
285	Owner/Resident	Yes	No	6	--	6	RICHARD A & MARY J ENZ	2656 TOLEDO AVE S	St. Louis Park	MN	55416
290	Owner	No	Yes	2	2	--	MPLS COMMUNITY KOLLEL	4221 SUNSET BLVD	St. Louis Park	MN	55416
	Resident		(NOTE 1)	1	--	--	Resident	2621 Toledo Ave. S	St. Louis Park	MN	55416
291	Owner/Resident	No	Yes	3	3	--	MICHAEL D PALMER	2625 TOLEDO AVE S	St. Louis Park	MN	55416
292	Owner/Resident	No	(NOTE 1)	3	--	--	THOMAS & ELIZABETH GULLIFER	2635 TOLEDO AVE S	St. Louis Park	MN	55416
293	Owner/Resident	No	Yes	3	3	--	ALAN K NG	2645 TOLEDO AVE S	St. Louis Park	MN	55416
294	Owner/Resident	No	Yes	3	3	--	JONATHAN MASTEL	2649 TOLEDO AVE S	St. Louis Park	MN	55416
295	Owner/Resident	No	(NOTE 1)	3	--	--	J F SHEKLETON	2657 TOLEDO AVE S	St. Louis Park	MN	55416
296	Owner/Resident	Yes	Yes	6	6	--	DONALD E CARRIGER	2700 TOLEDO AVE SO	St. Louis Park	MN	55416
297	Owner/Resident	Yes	Yes	6	6	--	KEVIN ROBERT WAGER	2704 TOLEDO AVE S	St. Louis Park	MN	55416
298	Owner/Resident	Yes	Yes	6	6	--	CAL N KOSIERACKI	2708 TOLEDO AVE S	St. Louis Park	MN	55416
299	Resident		(NOTE 1)	2	--	--	Resident	2712 TOLEDO AVE S	St. Louis Park	MN	55416
300	Owner/Resident	Yes	(NOTE 1)	6	--	--	RAMI YERACHMIEL COOKS	2716 TOLEDO AVE S	St. Louis Park	MN	55416
301	Owner/Resident	Yes	No	6	--	6	MARIE R JOHNSON	2724 TOLEDO AVE SO	St. Louis Park	MN	55416
302	Owner/Resident	Yes	No	6	--	6	MARK G BEST	2728 TOLEDO AVE S	St. Louis Park	MN	55416
303	Owner/Resident	Yes	Yes	6	6	--	JUSTIN NIELSEN	2736 TOLEDO AVE S	St. Louis Park	MN	55416

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
304	Owner/Resident	Yes	Yes	6	6	--	R J & B A LACASSE	2740 TOLEDO AV S	St. Louis Park	MN	55416
305	Owner/Resident	Yes	Yes	6	6	--	MICHAEL HUGH GROSSCUP	2744 TOLEDO AVE S	St. Louis Park	MN	55416
306	Owner/Resident	Yes	(NOTE 1)	6	--	--	NANCY J FORST	2750 TOLEDO AVE S	St. Louis Park	MN	55416
307	Owner/Resident	No	Yes	3	3	--	KEVIN & MARGARET SHELDON	2701 TOLEDO AVE S	St. Louis Park	MN	55416
308	Owner/Resident	No	(NOTE 1)	3	--	--	J E KOPP & J ANGELINI	2705 TOLEDO AVE S	St. Louis Park	MN	55416
309	Owner/Resident	No	Yes	3	3	--	ANNETTE R & ROSS W LEWIS	2709 TOLEDO AVE S	St. Louis Park	MN	55416
310	Owner/Resident	No	Yes	3	3	--	THOMAS K & REBECCA A JOHNSON	2715 TOLEDO AVE SO	St. Louis Park	MN	55416
311	Owner/Resident	No	Yes	3	3	--	GARY B REIERSON	2725 TOLEDO AVE S	St. Louis Park	MN	55416
312	Owner/Resident	No	Yes	3	3	--	CONSTANCE MAE CARLSON	2735 TOLEDO AVE S	St. Louis Park	MN	55416
313	Owner/Resident	No	Yes	3	3	--	RICHARD M & BERDETTA J LANG	2743 TOLEDO AVE S	St. Louis Park	MN	55416
314	Owner/Resident	No	Yes	3	3	--	KEVIN & LINDSAY WALSH	2747 TOLEDO AVE S	St. Louis Park	MN	55416
315	Owner/Resident	No	Yes	3	3	--	ROBERT W BORRE/KAREN L BORRE	2751 TOLEDO AVE S	St. Louis Park	MN	55416
316	Owner/Resident	No	(NOTE 1)	3	--	--	DANIEL J OHNSTAD	5217 28TH ST W	St. Louis Park	MN	55416
317	Owner/Resident	No	(NOTE 1)	3	--	--	CAROL A SINN/MARNE K MILLER	2801 TOLEDO AVE S	St. Louis Park	MN	55416
318	Owner/Resident	No	Yes	3	3	--	CURT PETERSON/MICHAEL SKARP	2815 TOLEDO AVE S	St. Louis Park	MN	55416
319	Owner/Resident	No	(NOTE 1)	3	--	--	GREGORY L ARNDT	2819 TOLEDO AVE S	St. Louis Park	MN	55416
320	Owner/Resident	No	(NOTE 1)	3	--	--	FRANCIS J DEMELLO	2823 TOLEDO AVE S	St. Louis Park	MN	55416
321	Owner/Resident	No	(NOTE 1)	3	--	--	ROBERT A GANGL	2829 TOLEDO AVE S	St. Louis Park	MN	55416
322	Owner/Resident	No	(NOTE 1)	3	--	--	SCOTT T HOMAN	2831 TOLEDO AVE S	St. Louis Park	MN	55416
323	Owner/Resident	No	(NOTE 1)	3	--	--	LARS E TYSK	2835 TOLEDO AVE S	St. Louis Park	MN	55416
324	Owner/Resident	No	Yes	3	3	--	VENKANNA & VIJAYA CHERUKURI	2839 TOLEDO AVE S	St. Louis Park	MN	55416
325	Owner/Resident	No	(NOTE 1)	3	--	--	DENNIS G & HOLLY D WILLIAMS	2843 TOLEDO AVE S	St. Louis Park	MN	55416
326	Owner/Resident	No	Yes	3	3	--	M L JOSEPH & A W JOSEPH	2847 TOLEDO AVE S	St. Louis Park	MN	55416
327	Owner/Resident	No	No	3	--	3	DAVID W YALE	2851 TOLEDO AVE S	St. Louis Park	MN	55416
328	Owner/Resident	No	Yes	3	3	--	MICHAEL D HOMMERDING	2855 TOLEDO AVE S	St. Louis Park	MN	55416
329	Owner	No	(NOTE 1)	2	--	--	MOSHE & LARISSA VOROTINOV	2718 QUENTIN AVE S	St. Louis Park	MN	55416
	Resident		(NOTE 1)	1	--	--	Resident	2816 SALEM AVE S	St. Louis Park	MN	55416
330	Owner/Resident	No	Yes	3	3	--	VALERIE SIMS	2822 SALEM AVE SO	St. Louis Park	MN	55416
331	Owner/Resident	No	(NOTE 1)	3	--	--	IRWIN BAKER	2828 SALEM AVE S	St. Louis Park	MN	55416

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
332	Owner/Resident	No	Yes	3	3	--	TZVI & TZIPORA GREENBERG	2834 SALEM AVE S	St. Louis Park	MN	55416
333	Owner/Resident	No	(NOTE 1)	3	--	--	PETER B LEVY	2842 SALEM AVE S	St. Louis Park	MN	55416
334	Owner/Resident	No	Yes	3	3	--	MARY J HAYANO	5210 W 29TH ST	St. Louis Park	MN	55416
335	Owner/Resident	No	Yes	3	3	--	ANTHONY GEIER & ANN L OLIVE	2901 TOLEDO AVE S	St. Louis Park	MN	55416
336	Owner/Resident	No	(NOTE 1)	3	--	--	MICHAEL R PERIOLAT	2909 TOLEDO AVE S	St. Louis Park	MN	55416
337	Owner/Resident	No	Yes	3	3	--	MELINDA A HUTCHISON	2913 TOLEDO AVE S	St. Louis Park	MN	55416
338	Owner/Resident	No	Yes	3	3	--	HAROLD & CAROL MORGAN	2917 TOLEDO AVE S	St. Louis Park	MN	55416
339	Owner/Resident	No	Yes	3	3	--	JOHN NEUPAUER/WENDY HANSON	2921 TOLEDO AVE S	St. Louis Park	MN	55416
340	Owner/Resident	No	Yes	3	3	--	CHRISTOPHER T JUNO	2925 TOLEDO AVE S	St. Louis Park	MN	55416
341	Owner/Resident	No	Yes	3	3	--	ROBERT A WAGNER	2933 TOLEDO AVE SO	St. Louis Park	MN	55416
342	Owner/Resident	No	(NOTE 1)	3	--	--	RICHARD J MARKGRAF	2939 TOLEDO AVE SO	St. Louis Park	MN	55416
344	Owner/Resident	No	(NOTE 1)	3	--	--	JAMES F DECKER & J K DECKER	2900 SALEM AVE S	St. Louis Park	MN	55416
345	Owner/Resident	No	Yes	3	3	--	JOYCE M NELSON	2904 SALEM AVE S	St. Louis Park	MN	55416
346	Owner/Resident	No	(NOTE 1)	3	--	--	RANDALL L & LORRAINE GERDES	2908 SALEM AVE SO	St. Louis Park	MN	55416
347	Owner/Resident	No	Yes	3	3	--	DAVID KOLLER & EUNICE SLAGER	2916 SALEM AVE S	St. Louis Park	MN	55416
348	Owner/Resident	No	(NOTE 1)	3	--	--	GEORGE M YOSHINO	2922 SALEM AVE	St. Louis Park	MN	55416

**TOTAL:** 257 152 27

**PERCENTAGE:** 59% 11%

NOTE 1: No response

**NOISE BARRIER G – PUBLIC INVOLVEMENT WORKSHEET  
BENEFITED RECEPTOR VOTING POINT RESULTS**

**Highway: 100 (east side)  
feet**

**From: Minnetonka Boulevard**

**Barrier Length: 1,495**

**To: County Road 25**

**Barrier Height: 20 feet**

Benefited Receptor ID	Owner or Resident	ROW Abutter?	In favor of Abatement?	Points Available	Points for	Points against	Owner	STREETNAME	CITY	STATE	ZIP
353	Owner/Resident	No	(NOTE 1)	3	--	--	SCOTT A & JENNIFER L OWENS	3021 TOLEDO AVE S	St. Louis Park	MN	55416
354	Owner	No	Yes	2	2	--	HAAKAN ESTATES LLC	2600 SOUTH SHORE DR	Albert Lea	MN	56007
	Resident		Yes	1	1	--	Resident	3029 TOLEDO AVE S	St. Louis Park	MN	55416
355	Owner/Resident	No	(NOTE 1)	3	--	--	JOANNA & JOSHUA ROBSON	3033 TOLEDO AVE S	St. Louis Park	MN	55416
356	Owner/Resident	No	No	3	--	3	NATTHAN G OSTERBERG	3045 TOLEDO AVE S	St. Louis Park	MN	55416
357	Owner/Resident	No	Yes	3	3	--	SHARON J DOELZ	3047 TOLEDO AVE S	St. Louis Park	MN	55416
358	Owner/Resident	No	No	3	--	3	RICHARD L & SUSAN WEILAND	3101 TOLEDO AVE S	St. Louis Park	MN	55416
401	Owner	Yes	(NOTE 1)	4	--	--	St. Louis Park City Hall, Parks Department	5005 Minnetonka Blvd	St. Louis Park	MN	55416
402	Owner	Yes	(NOTE 1)	4	--	--	St. Louis Park City Hall, Parks Department	5005 Minnetonka Blvd	St. Louis Park	MN	55416
403	Owner	Yes	(NOTE 1)	4	--	--	St. Louis Park City Hall, Parks Department	5005 Minnetonka Blvd	St. Louis Park	MN	55416
404	Owner	Yes	(NOTE 1)	4	--	--	St. Louis Park City Hall, Parks Department	5005 Minnetonka Blvd	St. Louis Park	MN	55416
405	Owner	Yes	(NOTE 1)	4	--	--	St. Louis Park City Hall, Parks Department	5005 Minnetonka Blvd	St. Louis Park	MN	55416
406	Owner	Yes	(NOTE 1)	4	--	--	St. Louis Park City Hall, Parks Department	5005 Minnetonka Blvd	St. Louis Park	MN	55416
407	Owner	Yes	(NOTE 1)	4	--	--	St. Louis Park City Hall, Parks Department	5005 Minnetonka Blvd	St. Louis Park	MN	55416
408	Owner	Yes	(NOTE 1)	4	--	--	St. Louis Park City Hall, Parks Department	5005 Minnetonka Blvd	St. Louis Park	MN	55416
409	Owner	Yes	(NOTE 1)	4	--	--	St. Louis Park City Hall, Parks Department	5005 Minnetonka Blvd	St. Louis Park	MN	55416
410	Owner	Yes	(NOTE 1)	4	--	--	St. Louis Park City Hall, Parks Department	5005 Minnetonka Blvd	St. Louis Park	MN	55416
411	Owner	Yes	(NOTE 1)	4	--	--	St. Louis Park City Hall, Parks Department	5005 Minnetonka Blvd	St. Louis Park	MN	55416
412	Owner	Yes	(NOTE 1)	4	--	--	St. Louis Park City Hall, Parks Department	5005 Minnetonka Blvd	St. Louis Park	MN	55416

**TOTAL:** 66 6 6

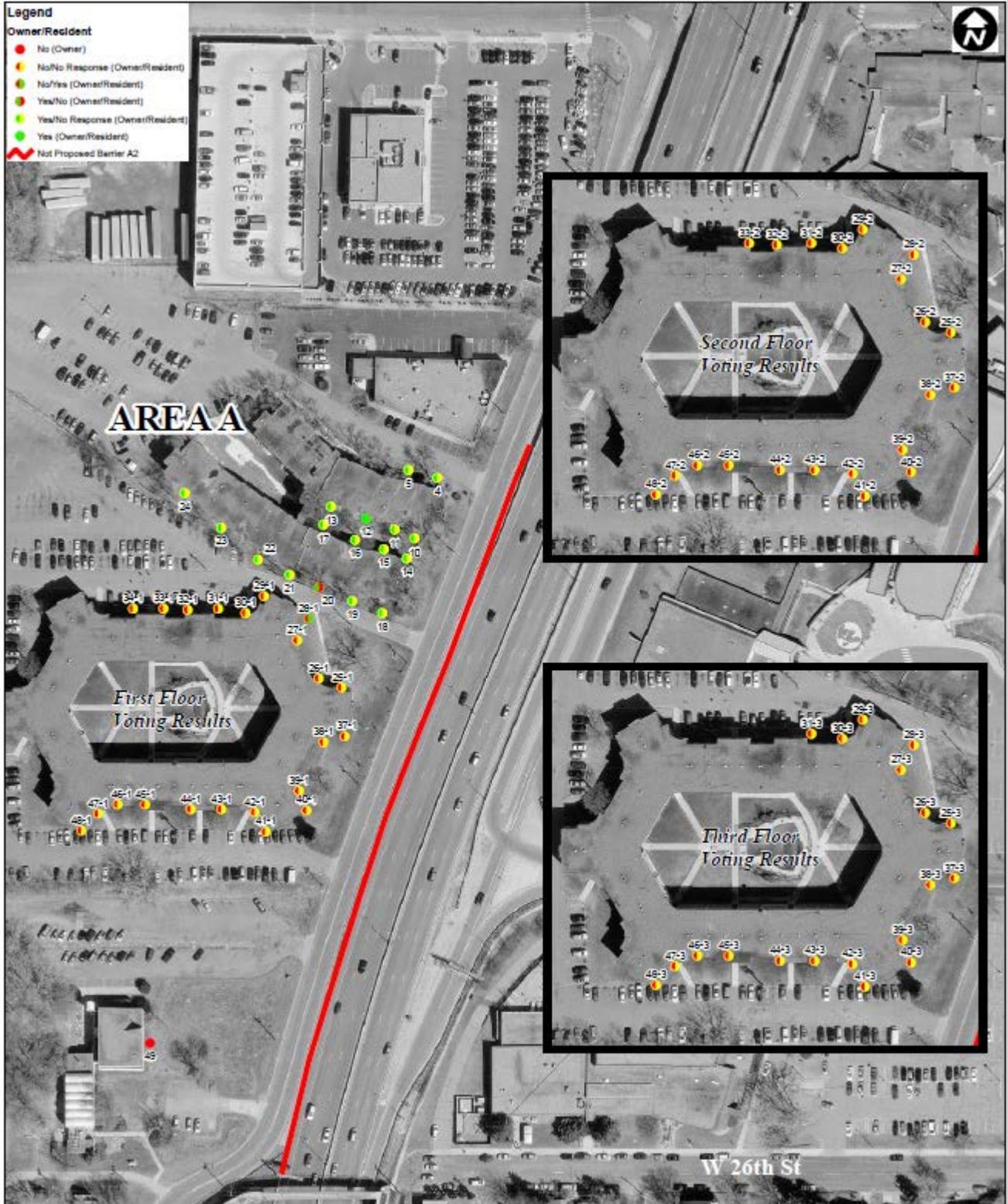
**PERCENTAGE:** 9% 9%

NOTE 1: No response

*ATTACHMENT C*

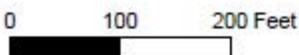
**TRAFFIC NOISE ANALYSIS  
PUBLIC INVOLVEMENT – SOLICITATION RESULTS**

**FIGURES: Noise Barrier Areas A, B, C, E, F, & G**



For exact point totals see Benefited Receptor Voting Result Tables

Figure 1



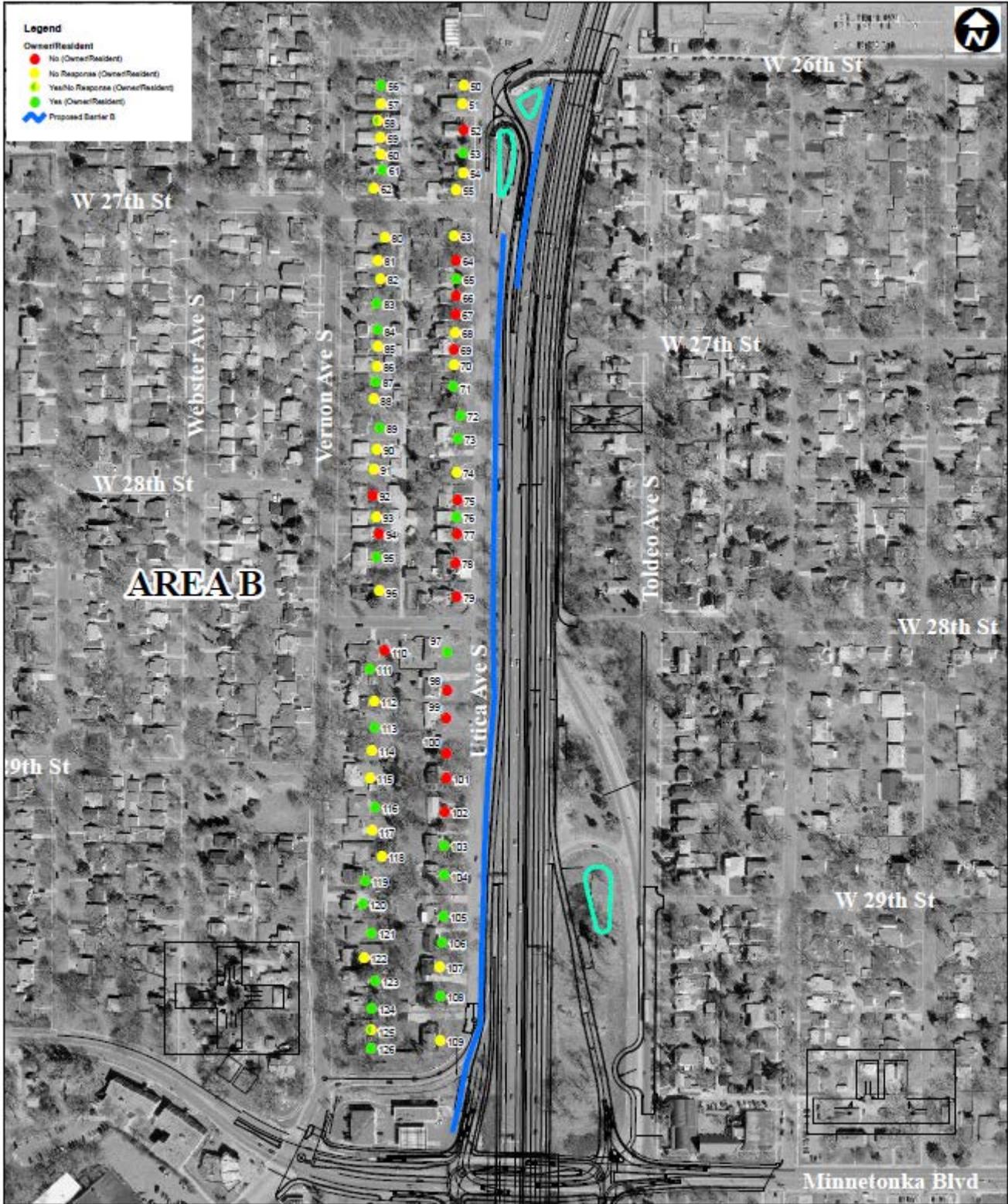
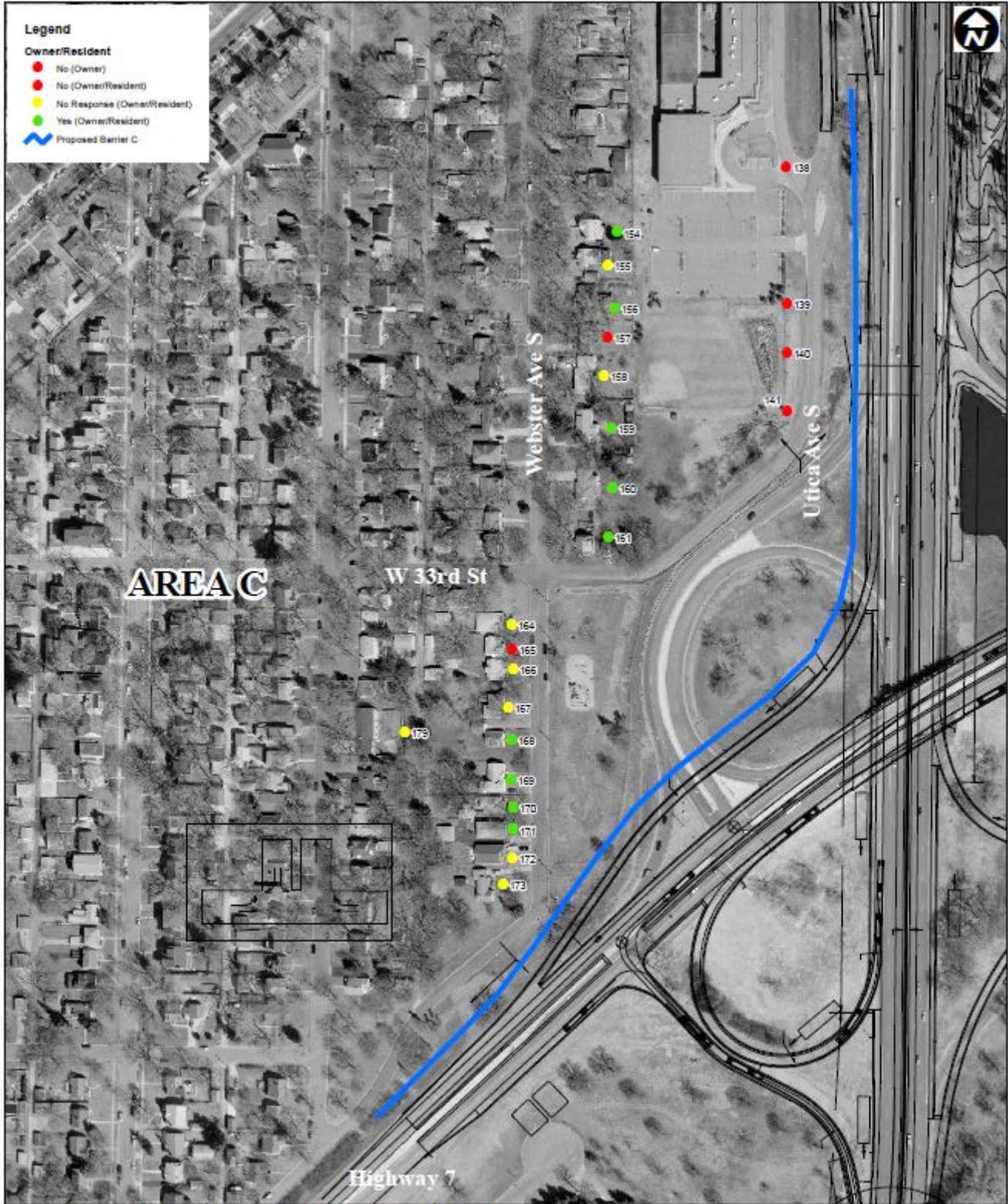


Figure 2

Traffic Noise Analysis - Solicitation Results (Noise Barrier B)  
 Highway 100 Reconstruction Project  
 SP 2734-33  
 MnDOT

0 150 300 Feet

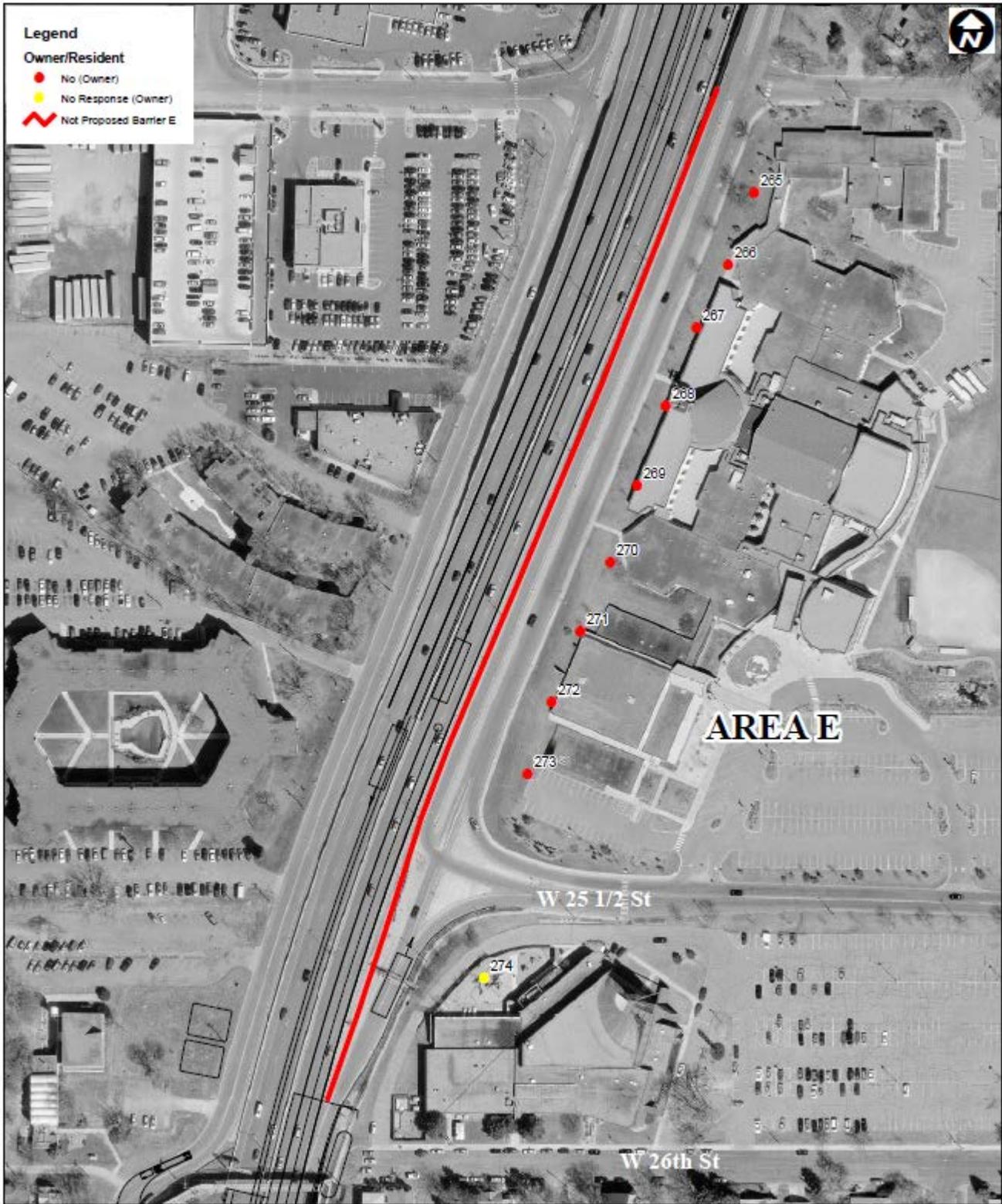


For exact point totals see Benefited Receptor Voting Result Tables

Figure 3

0 125 250 Feet

Traffic Noise Analysis - Solicitation Results (Noise Barrier C)  
 Highway 100 Reconstruction Project  
 SP 2734-33  
 MnDOT



For exact point totals see Benefited Receptor Voting Result Tables

Figure 4

Traffic Noise Analysis - Solicitation Results (Noise Barrier E)  
 Highway 100 Reconstruction Project  
 SP 2734-33  
 MnDOT

0 100 200 Feet

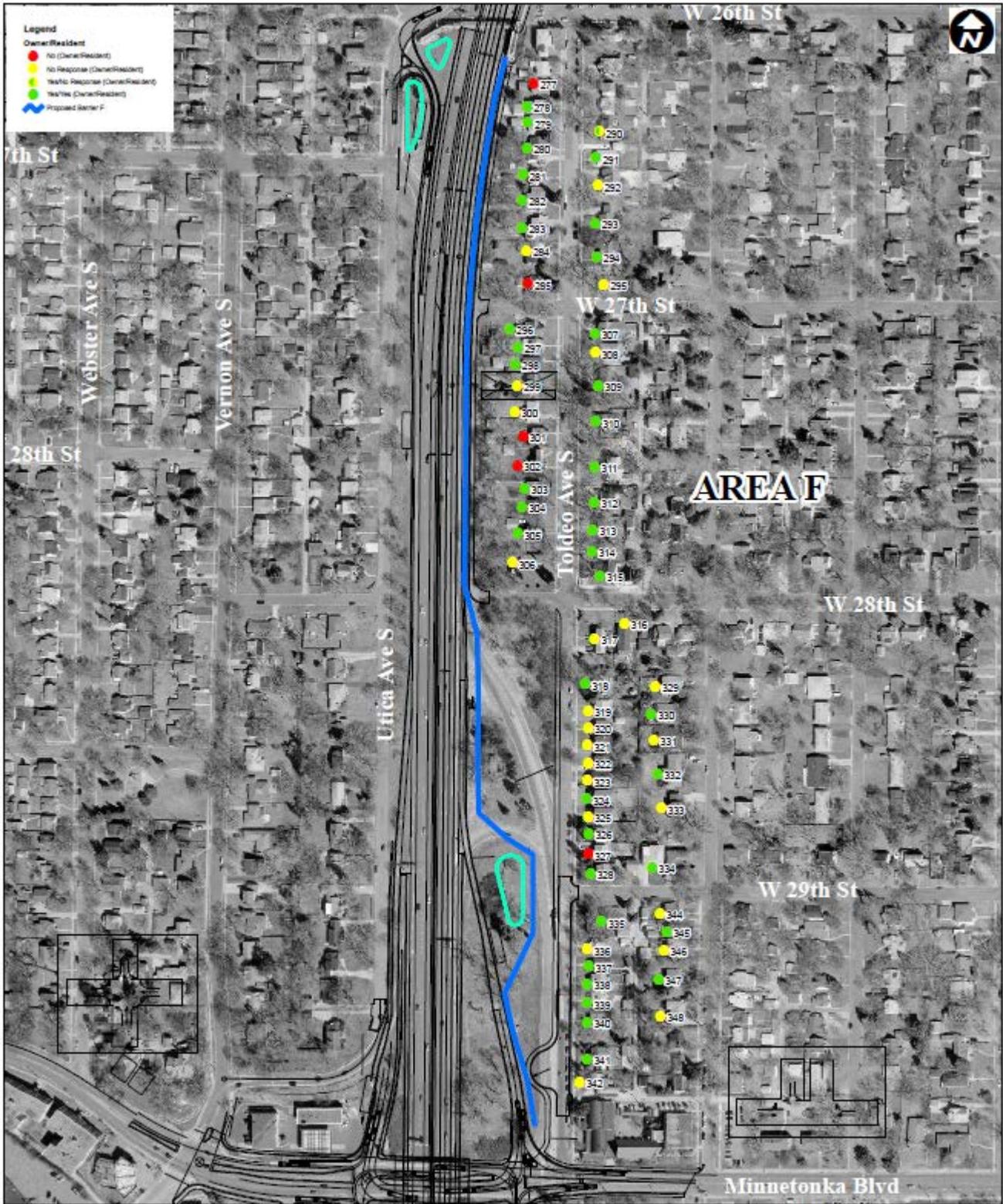
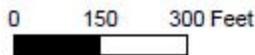


Figure 5

Traffic Noise Analysis - Solicitation Results (Noise Barrier F)  
 Highway 100 Reconstruction Project  
 SP 2734-33  
 MnDOT





For exact point totals see Benefited Receptor Voting Result Tables

Figure 6

0 100 200 Feet

Traffic Noise Analysis - Solicitation Results (Noise Barrier G)  
 Highway 100 Reconstruction Project  
 SP 2734-33  
 MnDOT